Parcs Canada Parks Canada

PUKASKWA NATIONAL PARK

MARKET ANALYSIS AND STRATEGY

APPENDICES

prepared for
Ontario Region
Environment Canada. Parks

COMPUSEARCH Market and Social Research Ltd.
with
P.G. Whiting and Associates

May 1987

APPENDICES

1. List of Documents Used in this Study
2. List of References Prepared by the Park
3. List of Persons Contacted/Interviewed
4. Activities in Pukaskwa National Park
5. Supplementary Frontcountry Visitor Information
6. Forest Management Agreements
7. Hemlo Gold Field Development
8. Provincial, Private and State Parks
9. Recreational Boating
10. Tourism Promotion
11. Transportation
12. Proposed New and Expanded Provincial Parks
13. Local Community Profiles
14. Demographic Report on Region
15. LIFESTYLES Group Definitions
16. LIFESTYLES 50 Mile Radius Analysis
17. LIFESTYLES 200 Mile Radius Analysis
18. Management Objectives for Visitor Activities (DRAFT)
19. List of Ontario Trail Associations

Appendix 1

List of Documents Used in this Study

BIBLIOGRAPHY

SELECTED SOURCES

Ontario Ministry of Natural Resources (April, 1982) Northeastern Ontario Strategic Land Use Plan. Queens Park, Toronto

Ontario Ministry of Natural Resources (May, 1982) Northwestern Ontario Strategic Land Use Plan. Queens Park, Toronto.

Ontario Ministry of Natural Resources (1983) Nipigon District Land Use Guidelines. Queens Park, Toronto

Ontario Ministry of Natural Resources (1983) Sault Ste. Marie District Land Use Guidelines. Queens PArk, Toronto

Ontario Ministry of Natural Resources (1983) Terrace Bay District Land Use Guidelines. Queens Park, Toronto.

Ontario Ministry of Natural Resources (1983) Thunder Bay District Land Use Guidelines. Queens Park, Toronto.

Ontario Ministry of Natural Resources (1983) Wawa District Land Use Guidelines. Queens Park, Toronto.

Ontario Ministry of Natural Resources (1986) Ontario Provincial Parks 1986 Guide. Queens Park : Toronto

Ontario Ministry of Natural Resources (undated) Ontario's Public Land : A Guide To It's Use. Queens Park : Toronto

Ontario Ministry of Northern Development and Mines (1986) Northern Ontario Algoma Outdoors. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation (1986) Ontario Fall Events 1986 September, October, November. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation (1986/1987) Winter Packages. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation (1986) Traveller's Encyclopedia. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation, (1986) Winter Book - Alpine and Cross-Country Skiing, Ice Fishing, and Snowmobiling.

Ontario Ministry of Tourism and Recreation (1986) Ontario Winter Events 1986 December, 1987 January February

Ontario Ministry of Tourism and Recreation in association with the Northern Ontario Tourist Outfitters Association (1986) Northern Ontario. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation (1986) Boating. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation (1986) Ontario Canada Camping. Queens Park : Toronto

Ontario Ministry of Tourism and Recreation (1986) Ontario Canada Accommodations. Queens Park : Toronto

North of Superior Travel Association (undated) North of Superior Discovery Guide. Thunder Bay : Ontario

Appendix 2

List of References Prepared by the Park

REFERENCES

COMMUNITIES

Institute of Environmental Research Incorporated, The Pic 50 Heron Bay Economic Plan, January, 1983.

Institute of Environmental Research Incorporated, Economic Update and Feasibility Study, September, 1984.

Nabigon, Edward, pers. comm. 1985

Starr, Lester, pers. comm. 1985

Otiquam, Sharon, pers. comm. 1985

Laventhol and Howarth, Tourisim Development Study Strategy, Volume 1, Executive Summary, June, 1984.

Phillips, G., Economic Planning Group of Canada, pers. comm. re. Phase II Tourism Development Study, Wawa, 1985.

Zurby K.P., letter to K. McColeman, October 16, 1985.

Baxter, T.H., Plan for Extension Interpretation, Pukaskwa National Park, 1979.

Township of Michipicoten and District Chamber of Commerce, Welcome to Wawa, Vacation Guide, 1985.

MacKenzie, E., J. Van den Ende, S. Beauregard, I. Ferguson and C. Vien, Operation Welcome, 1984.

Hemlo Area Co-ordinating Committee, Hemlo Impact Study Update, 1985.

Ottawa Citizen, "Firm Testing for Platinum Near Hemlo", August 24, 1985.

Logan, L., Draft Pukaskwa Monitoring Program, 1984.

Devereaux, L., Marathon Tourist Information Booth Reports, 1983-1985.

Main, D., letter to D. Hodgins, October 29, 1985; December 4, 1985.

Eddington, B., Hemlo Gold Rush to Trigger Town Expansion, Trade and Commerce, January-February, 1985.

Brown, C., Manitouwadge Cave of the Great Spirit, Ministry of Natural Resources reprint, Sixth Edition, August, 1973.

Connors, L., pers. comm./K. McColeman, 1985.

Longbottom, R., Heron Bay-Community Hopes Bustling Way of Life Returns, Times News, April 25, 1984.

Beak Consultants Ltd., White River Environmental Monitoring Program, Draft Report, 1985.

Pukaskwa National Park, Park Conservation Plan, Terms of Reference, 1985.

Murphy, E., letter to D. Hodgins, February 29, 1984.

Couchie, D., letter to C. Clarke, December 20, 1984.

Hamilton, R., letter to E. Murphy, February 6, 1984.

Gordon, D., letter to D. Hodgins, May 8, 1985.

Hodgins, D., letter to W. Vrooman, June 29, 1984.

Johnson, P., "Full Speed Ahead at Hemlo", Northern Ontario Business, November, 1984.

Environmental Protection Services, letter to E. Wagner, August 15, 1984.

Bonenberg, R., A Marketing Strategy and Program for Lake Superior Provincial Park, November, 1980.

Valks, H., A Marketing Strategy and Program for White Lake Provincial Park, November, 1980.

Times News, "Tourism is Aim at Superior Park", January 6, 1985.

Valks, H., letter to K. McColeman, December 13, 1985.

McGrath, J., pers. comm. /K. McColem, December, 1985.

Ministry of Natural Resources, Lake Superior Provincial Park Commercial Facility Feasibility Study, October, 1985.

Ministry of Natural Resources, Wawa District Land Use Plan, Background Information, 1982.

Ministry of Natural Resources, Wawa District Land Use Plan, Terrace Bay Land Use Plan, 1980.

Ministry of Natural Resources, Wawa District Land Use Plan, Neys Provincial Park Master Plan, 1977.

Ministry of Natural Resources, Wawa District Land Use Plan, 1984 Statistics.

Provincial Park Day Use Survey Statistics Summary (1984)
Provincial Park Camper Survey Statistics Summary (1984)
Provincial Park Day Use Survey Statistics Summary (1983)
Provincial Park Camper Survey Statistics Summary (1983)
Provincial Park Day User Survey Summary Statistics Report (1982)

Provincial Park Camper Survey Summary Statistics Report (1982)
Provincial Park Camper Survey Summary Statistic Report (1976)

Ministry of Natural Resources, Wawa District Land Use Plan, Brochures
- White Lake Provincial Park
- Obatanga Provincial Park
- Neys Provincial Park
- Ontario Provincial Parks 1985 Guide

Stinnesen, P., pers. comm. /K. Tierner, January 17, 1986.

Marshall, Macklin Monagan Consulting Firm, Sibley Provincial Park, Tourism Development Study, 1983-84.

Northern Ontario Business, Advertisement for Township of White River, November, 1984.

Parent, M., letter to D. Hodgins, November 7, 1985.

Ministry of Transportation and Communications, Provincial Highways Traffic Volumes, 1984.

Ministry of Transportation and Communications, Origin-Destination Surveys, 1979 and 1984.

Hedlin, Menzies Associates Ltd., North Shore Lake Superior Recreation Study - First Interim Report, Volume 1;
Physical and Economic Studies, Volume 2;
Development Strategy, June, 1974.

Ontario Marina Operators Association, Ontario Marina Director, 1985.

Ontario Marina Operators Association, letter presented to Tom MacMillan, Federal Minister of Tourism, April 25, 1985.

Dahl, B., The Superior Way: A Cruising Guide to Lake Superior, Wisconsin, Inland Sea Press, 1983.

Economic Planning Group of Canada, A Tourism Strategy and Action Plan for Sault Ste. Marie, Ontario, Executive Summary, 1982.

Algoma Kinniwabi Travel Association, Algo-Stats, 1985.

Algoma Kinniwabi Travel Association, Lake Superior Circle Tour Survey Summary, Sault Ste. Marie, Summer 1985.

Ewing, R. and J. McLarty, Algoma Circle Tour Project, Phase I, II, and III, 1984.

Sault Ste. Marie Chamber of Commerce, Summer Tourism Survey, Results, News Release, January 8, 1986.

Algoma Central Railway, Agawa Canyon Tour Surveys, 1983-85.

North of Superior Travel Association, Lake Superior Circle Tour Travel Guide, 1985.

North of Superior Travel Association, Lake Superior Circle Tour Travel Guide Newsletter, May, 1985.

North of Superior Travel Association, Lake Superior Circle Tour Survey Statistics, 1985.

Clarke, R., letter to K. McColeman, November 26, 1985.

Smedley, G.J., letter to D. Hodgins, November 15, 1985.

Balmer, Crapo and Associates Inc., Tourism Development Strategies/Opportunities for the Sault Ste. Marie-Wawa Zone, March, 1977.

Visitors and Convention Department, Thunder Bay, 1985 Marketing Plan, Visitors and Convention Section, 1985.

Bretschreider, H., letter to K. Tierney, February 3, 1986 and pers. comm.

Applied Research Consulting House Ltd., Boom/Bust Communities: Implications for Social Service Planning, 1982.

Horizons, Wawa Community Directory, May, 1984.

Tocheri, J., Marathon Chamber of Commerce, pers. comm., 1985.

Maple Leaf Campground, D & M. Kay owners, letter to Park, November 26, 1985.

Stillwater Tent-Trailer Park, B & G. Barnes owners, letter to D. Hodgins, November 18, 1985.

Piromalli, J.P., Parks & Marinas Division, Sault Ste. Marie, letter to D. Hodgins, November 4, 1985.

Wilson, R. pers. comm. /K. McColeman, 1985.

Wilson, R., Penn Lake Park Statistics, 1983-1985.

McMartin, J., pers. comm. /K. McColeman, November, 1985.

Visitors and Convention Department, Thunder Bay, 1986 Market Plan

Jones, Mike, A Year in Retrospect 1983/84 Year End Report, Interpretation Section, Pukaskwa National Park, 1984.

Ruttan, Norman, Annual Report, Interpretation Section, Pukaskwa National Park, 1979.

Gaucher, Mancel, Pukaskwa National Park, Hattie Cove Visitor Centre Evaluation, 1983.

Gaucher, Mancel, Pukaskwa National Park, Southern Headland Trail Evaluation, 1983.

Parks Canada, Map-Hattie Cove Area Development Plan, Ref. #NOPK 81/R30 Printed June 17/82.

Parks Canada, Pukaskwa National Park Management Plan (1982).

Couchie, E., Citizen's Concerns and Assumptions About the Effects of the Hemlo Development on the Communities of Marathon and Heron Bay, 1985.

Head, D., (Ministry of Northern Affairs, S.S.M.,) pers. comm. /K. Tierney, January 21, 1986.

McCreadie, L. (N.O.S.T.A.) pers. comm. /K. Tierney March 12, 1986.

Thunder Bay Yacht Club, presentation, April, 1984.

M.N.R. Slate Islands Provincial Park, Background Information and Optional Plans, 1985.

Parks Canada, Parks Canada Policy, 1983.

Dalman, M., Proposal for U.A.M.P. Implementation, Pukaskwa National Park.

Tierney, K., Terms of Reference for U.A.M.P. Implementation at Pukaskwa National Park, Phase I Data Assembly and Analysis (Draft), November, 1985.

Paton, D. and S. Padmos, An Alternative Draft Extension Plan, Pukaskwa National Park, 1980.

Parks Canada, Management Process for Visitor Activities (Draft), July, 1985.

Parks Canada, Operational Standards for Interpretation and Extension, 1978.

Logan, L., Pukaskwa National Park Observational Study, 1984 (Draft), March, 1985.

Parks Canada, Parks Canada Trail Manual, 1978.

Parks Canada, Parks Canada Campground Manual, 1977.

Bird and Hale Ltd., Hiking Trail Construction Analysis Study. Pukaskwa National Park, September, 1982.

Airphoto Analysis, User Forecast and Park Capacity Rationalization, Pukaskwa National Park, 1975.

Airphoto Analysis, Provisional Development Concept Hattie Cove - Visitor Service Centre, Pukaskwa National Park, February, 1976.

Ecological Services for Planning Ltd., Environmental Evaluation for Campground Development in Pukaskwa National Park, December, 1977.

Fulton, J., Pukaskwa National Park Visitor Services Plan, 198?.

Tierney, K., Visitor Service Operational Manual for Hattie Cove, February, 1984.

Couchie, D. and K. Tierney, Hattie Cove Visitor and Resource Protection Manual, Pukaskwa National Park. June, 1984.

Wyett, W. and D. Hoy, Preliminary Interpretation Guidelines for Planning Purposes, Pukaskwa National Park, March, 1973.

Wyett, W., Conceptual Interpretive Plan, Pukaskwa National Park, March 31, 1977.

Wyett, W., N. Rukttan and B. Curswell, Coastal Unit Plan, Pukaskwa National Park, 1977.

Brade, R., Conceptual Interpretive Plan, Pukaskwa National Park (Revised), 1983.

Hanna, Silvy and Associates, Pukaskwa National Park Draft Report, Visitor Use Survey, February, 1986.

Zub, D., letter to K. McColeman, October 17, 1985.

Padmos, S. and D. Paton, Draft Area and Media Plan for Hattie Cove, Pukaskwa National Park, March 1980.

Brade, R., Hattie Cove Media Plan, Pukaskwa National Park (Draft), September 1982.

Carswell, W., Preliminary Report: Interpretive Trails of Hattie Cove, Pukaskwa National Park, 1978.

Jones, M., Interpretive Trails; Hattie Cove (Goals for Seasonal Naturalists), 1981.

Dussault

Hawrelez, M., Trail Construction Requirements, Southern Headland Trail, 1982.

Suter, K., Superieur Point Trail Report, 1981.

Wilson, S., Pic River Overlook Trail Report, 1981.

Tapsell, M., Beaver Lake Trail Report, 1981.

Hince, T., Resource Interpretation/Thematic Presentation, Beaver Lake Trail, 1983.

Murphy, F., Media Plan Halfway Lake Trail, 1985.

McLaren, S., Cross Country Ski Trails, Pukaskwa National Park (preliminary research), March 1981.

Brade, R., Hattie Cove Campground Theatre, Pukaskwa National Park, A Statement of Options, 1982.

Suter, K., Parks Awareness School Program Report, Pukaskwa National Park, 1980.

Spatial Research Assoc. Inc., Pukaskwa National Park Education Kit, 1982.

Hamilton, Roger, Pukaskwa Resource, Lake Superior Board of Education Booklet of Pukaskwa National Park, 1983.

Hamilton, Ronald, Hattie Cove Campground, Volume I Development Priorities/Procedures, 1982.

Sparkes, F., Hattie Cove Campground, Volume II Campsite Designs/Requirements, 1983.

PUKASKWA NATIONAL PARK, DIRECTIVES - #20 Length of stay Hattie Cove Campground, April 1985 #31 Issue of Free Camping Permits 4

Resource Conservation, Park Conservation Plan (draft) Pukaskwa National Park, 1986.

Parks Canada, Parks Canada Sign Manual,

Hodgins, D.W. Memo to G. Balding, January 7, 1982.

Hodgins, D.W. Memo to M. Davison, September 18, 1985

Wyett W. and D. Anions, Pukaskwa Shoreline Trail Report 1, December 1973.

Herrick, R. Wilderness Preservation in North America: A Conspectus and Annotated Bibliography, May 1974.

_____, Pukaskwa Trail Plan, 1977

A.D. Reville Associates, Oral History Project, Pukaskwa National Park, 1980.

Lemon T., Considerations in the Development of a Trail Plan for Pukaskwa National Park, 1976.

Hodgins, D.W., Memo to G.M. Davison, May 21, 1985

March, D., Pukaskwa National Park, Hiking Trail Construction and Maintenance Manual, December 1985.

Jones, M., Conspectus on the Development of Backcountry Management Guidelines for the Coastal Zone, Pukaskwa National Park, October, 1985.

Pukaskwa National Park, Site Plans, White and Willow Rivers, June, 1984.

Sparkes, J., Screening Report and Site Plans, Fish and Morrison's Harbours, August, 1985.

Sparkes, J., Coastal Hiking Trail Impact Monitoring Oiseau Bay to North Swallow River, 1984.

Sparkes, J., Coastal Hiking Trail and Backcountry Campsite Impact Monitoring, 1983.

Couchie, D., Pukaskwa National Park Resource Conservation, 1982 Impact Monitoring Report, 1982.

Ristau, C. and J. Tierney, White River Canoe Route, Umbata Falls to Lake Superior, October 1984.

Pukaskwa National Park Memo to staff re: Backcountry Update Binder, May 25, 1984.

Pukaskwa National Park. Search and Rescue Plan, Resource Conservation, Revised April 1984.

Pukaskwa National Park. Search and Rescue Plan, Resource Conservation, Revised April 1985.

Hoy, D., Wilderness Trails on Pukaskwa National Park, 1974. Towndrow, J., Oiseau Bay Site Plan, Pukaskwa National Park, June, 1982.

Wyett, W., M. Walsh and I. Donaldson, Interpretive Potential of the Lurch Louis Lakes Area, Field Trip Report, August 1976.

Wyett, W., Cascade: An Interpretive Assessment of the River Valley, 1976.

Lefebure, F., Report on Oiseau Bay Interpretive Trail Fagging.

McAllister, W., Oiseau Bay Media Plan, Pukaskwa National Park (draft), August 31, 1987

Boshcoff, K., Interpretive Unit Plan for Oiseau Bay and Environs, September 5, 1973 (produced for the faculty of Environmental Studies, York University)

Tierney, K., Management Framework for Defining Wilderness. Pukaskwa Park November, 1985.

Logan, L., Pukaskwa Overnight Wilderness Exploratory Study Status Report and Proposed Approach for 1984 (1983?)

DPA Group Inc., Lake Superior Provincial Park Development Concept Phase I Report, February, 1986.

Dodds, T. and M. Larkin, The Tip Top Mountain Preliminary Trail Plan and Survey (for Pukaskwa National Park as part of the Parks Canada Volunteer Program), January, 1983.

Dodds, T. and L. McPherson, Tip Top Mountain Backcountry Trail - Design Planning Project, (1983).

Wyett, W. and D. Michano, Tip Top Trek, 1977

Michano, D. Coastal Trail Plan, 1981.

Tymstra, C., An Evaluation of the Coastal Hiking Trail and Coastal Hiking Trail Guide From Pic River to Oiseau Bay, 1979.

Henna, Silvy and Associates, Pukaskwa National Park Draft Report, Overnight Wilderness Survey, February, 1986.

Hoy, D. and W. Wyett, Portaging the Swallow, 1974.

Parks Canada, Pukaskwa River site Plans and Screening Report (Draft) 1986.

Couchie, D., Pukaskwa River Impact Monitoring Report, Pukaskwa National Park, Resource Conservation, 1984.

O'Connor, M., A Report of the 1978 - Pukaskwa River Crew, 1978.

REFERENCES

REGIONAL/TOURISM DESTINATION AREA

Institute of Environmental Research Incorporated,
The Pic 50 Heron Bay Economic Plan, January, 1983

Feasibility Study, Economic Update and September 1984

Present and future regional developments such as Pukaskwa and the Hemlo goldfields have created many opportunities for the Pic 50 Heron Bay Preserve to strengthen its economic foundation and develop self sufficiency. To strategically take advantage of the recent regional activities, the Band has contracted the Institute of Environmental Research Incorporated to identify economic opportunities suitable for the Band.

The first report, The Pic 50 Heron Bay Economic Plan (Institute of Environmental Research Inc., January, 1983) identified, analyzed and priorized a number of economic opportunities based on available skills in the Band, funding, regional competition and revenue projections.

Priorities for economic development were:

1. Contractual employment opportunities with Parks Canada, Ministry of Natural Resources and Ministry of Transportation & Communications.

2. Small scale local service projects such as taxi and school bus service.

3. Tourism related developments such as a service centre, water transit service and motel.

4. Arts and Crafts Corporation.

5. Long term projects such as a LCBO agency store and logging operations.

Economic activities eliminated from further study included a ski hill, marina, campground, full service gas station and tourist outfitter business.

A second plan "Heron Bay Service Centre: Economic Plan Update and Feasibility Study" (September, 1984) was prepared by the Institute of Environmental Research Inc. as a result of increased Hemlo activity and decreased visitor projections for the Park. As recommended in the first report the Pic 50 Heron Bay Development Corporation, a non-profit organization, was established to oversee reserve economic developments. Under the direction of the corporation the second report recommended the development of a service centre that would include a general store, laundromat, restaurant, arts and craft counter, meat counter and gas sales outlet. The centre, to be located at Highway #627 and the main access road to the reserve, is scheduled for completion September 1986.

LAVENTHOL AND HOWARTH, TOURISM DEVELOPMENT STUDY
STRATEGY, VOLUME 1, EXECUTIVE SUMMARY, JUNE 1984.

In June, 1984 the Township of Michipicoten commissioned Laventhol and Howarth to prepare the Tourism Development Strategy Study, Volume 1 to help tourism developers, operators, investors, planners, and the municipality to stimulate the tourism economy of Wawa and the Township of Michipicoten over the next five (5) to ten (10) years (Laventhol and Howarth, 1984).

The Economic Planning Group of Canada is presently completing Volume 11 which will contain an implementation strategy and the results of a feasibility analysis of three top-ranked development opportunities selected by the Township (Phillips, 1985).

Phillips, G. (Economic Planning Group of Canada) pers. comm. re: Phase II Tourism Development Study, Wawa, 1985.

- Economic Planning Group of Canada has conducted a tourism related study for Sault Ste. Marie, on the market potential for boating along the St. Mary's River.

MacKenzie, E., J. Vanden Ende, S. Beauregard, I. Ferguson and C. Vien, Operation Welcome, 1984

- an information manual for new comers on facilities and services in Marathon.

Hemlo Area Co-ordinating Committee, Hemlo Impact Study Update, 1985.

To date three studies have been completed to access the impact of Hemlo on the surrounding communities. The rapid pace of the Hemlo related development resulted in the outdating of the first report by the time it was in print. Therefore, a Hemlo Area Coordinating Committee (H.A.C.C.) was created to monitor the situation and write the subsequent 1984 and 1985 updates. H.A.C.C. monitors the potential impacts of Hemlo in the surrounding communities.

Devereaux, Tourist Information Booth Reports, Township of Marathon

- visitor statistics on the tourist information booth 1983-1985

Bonenberg, R., A Marketing Strategy and Program for Lake Superior Provincial Park, November 1980

- a non-published Ministry of Natural Resources paper

Valks, H., A Marketing Strategy and Program for White Lake Provincial Park, November 1980.

- a non-published Ministry of Natural Resources paper

Ministry of Natural Resources, Lake Superior Provincial Park Commercial Facility Feasibility Study, October 1985.

- terms of reference for study completed by consulting firm.

The major objectives of the proposed feasibility study are:

- to identify tourist services, which would make Lake Superior more appealing to existing markets and new potential markets consistent with the park objectives as expressed in the Lake Superior Park Master Plan: and,

- to undertake a detailed feasibility study for a tourist lodge/service centre in Lake Superior consistent with the findings of the previous objective.

This study will be compiled in three parts: Phase 1 Resources and Market Analysis, II Assessment of Commercial Accommodation Needs and III Supporting commercial Activities within Lake Superior Provincial Park (M.N.R., October, 1985). Phase 1 was initiated in November 1985.

Wawa District Land Use Plan, Background Information, 1982

Wawa District Land Use Plan, Terrace Bay District Land Use Plan, 1980
Wawa District Land Use Plan, 1984 Statistics

Wawa District Land Use Plan, Provincial Park Day Use Survey Statistics Summary (1984)

Wawa District Land Use Plan, Provincial Park Camper Survey Statistics Summary (1984)

Wawa District Land Use Plan, Provincial Park Day Use Survey Statistics Summary (1983)

Wawa District Land Use Plan, Provincial Park Camper Survey Statistics Summary (1983)

Wawa District Land Use Plan, Provincial Park Day User Survey Summary Statistical Report (1982)

Wawa District Land Use Plan, Provincial Park Camper Survey Summary Statistical Report (1982)

Wawa District Land Use Plan, Provincial Park Camper Survey Summary Statistical Report (1976)

- Pukaskwa has copies of all this material.

Marshall, Macklin, Monagan Consulting Firm, Sibley Provincial Park Tourism Development Study, 1983-84.

The Sibley Provincial Park Tourism Development Study (1983-84), was completed for the Ministry of Natural Resources by the consulting firm of Marshall Macklin Monaghan. Recommendations as to the most appropriate and beneficial form of development both within or adjacent

to the Park will be released to the public through Open House scheduled for the summer of 1986 (Bretschneider, 1986). Once aspect of the study of interest to Pukaskwa is the examination of the characteristics of existing markets, tourism trends, and resource opportunities.

Ministry of Transportation and Communications, Provincial Highways Traffic Volumes, 1981-1984.

Ministry of Transportation and Communications, Origin - Destination Surveys, 1979 and 1984.

Hedlin, Menzies and Associates Ltd. North Shore Lake Superior Recreation Study; First Interim Report, Volume I Physical and Economic Studies, Volume 2 Development Strategy, June 1984.

- contract for the Ministry of Natural Resources
- provides information on Lake Superior resource base, present recreational use and characteristics and needs of users and present and recommended boating facilities, Thunder Bay to Sault Ste. Marie.

The information has been updated through the V.A.M.P. project at Pukaskwa.

Economic Planning Group of Canada, A Tourism Strategy and Action Plan for Sault Ste. Marie Ontario Executive Summary.

Algoma Kinniwabi Travel Association, Algo-Stats, 1985

Algoma Kinniwabi, Lake Superior Circle Tour Survey Summary, Sault Ste. Marie, 1985.

Ewing R. and J. McLarty, Algoma Circle Tour Project, Phase I, II and III, 1984.

One particular interest to tourism patterns on Highway #17 is the proposed development of an Algoma Circle Tour from Sault Ste. Marie west to Wawa, north to Chapleau and east to Thessalon (Map 3). To date three studies have been prepared for the Ministry of Northern Affairs by Dr. G. Ewing and Dr. J. McLarty on the Algoma Circle Tour Project (1983). Phase I of the study makes recommendations for the project based on an analysis of tourism patterns ie. level of use, interests and the regional transportation networks, attractions and existing facilities and services. Phase II, the design of the tour and image is based on a resource description and analysis of the region's geology, vegetation and hydrology, including a feature commentary. Phase III of the project recommends the beginning of the project's outgrowth including proposed brochure distribution, facility and infrastructure improvements, evaluation methods and the application of the circle tour concept in other areas of northeastern Ontario.

279 PNP Impact Monitoring Report
847 See 2787
2584 A Marine Fac. - Exec. Summary

B Background Report

2473 Pok R. campsites
1628 Report of 1978 Pok R Crew
892 Route Selection & Initial Eval. Coastal Transit WR-OB
1040 Summary of Act & Planned Act PIOP
560 TB Land Use Plan
1263 Trail Planning & Constn. Guidelines
1404 User Forecast & Capacity Rationalization H.C. vs Sev. Centre
1417 Visitor Serv. Proposals Effecting PWP

O.B. Dev't Plan 1982-83 PUK 2787
O.B. Rehab Study 2457

ABC Resource Survey Approach 2811

Park Transit Roadway - HC - O.B. 2059
892

Prelim Report on O.B. 550

Marine Facility 2584 A-E
2585
2681
2682
2683
85
2024

Puk R Campsites 2473
Puk R Crew Report 1628

Hathe Cove & SHT Impact Monitoring Sparkes, Nov. 1984

- Carol Vier has copy

The Social Impact of the Hemlo Dev't on Marathon Findings Report Social Work Students 3313
Revised Dec. 1983
Revised Mar. 1984 by Human Serv. Subcommittee Hemlo

INVENTORY OF ALL DATA SOURCES
SENT TO COMPUSEARCH BY PARKS CANADA
REGARDING THE PUKASKWA NATIONAL PARK PROJECT

no author (June, 1985) Provincial Highways - Traffic Volumes -1984 Highway Program Planning Office, Transportation Capital Branch, Ministry of Transportation and Communications Queens Printer: Queens Park, Toronto

no author (December, 1983) 1983 Provincial Park Day-User Survey Summary Statistical Report Parks and Recreational Areas Branch, Ontario Ministry of Natural Resources. Queens Printer: Queens Park, Toronto

(July 8, 1985) Draft - Management Process for Visitor Activities

Revised Population and Employment Forecast Re: Hemlo Impact Study, July 1984 update

letter from Richard Clarke, Commodore, Thunder Bay Yacht Club, Thunder Bay, Ontario to District Manager, Wawa District Office, Ontario Ministry of Natural Resources

Hedlin Menzies and Associates Ltd. (June, 1974) Volume 1 Physical and Economic Studies North Shore Lake Superior Recreation Study prepared for the Ontario Ministry of Natural Resources

Hedlin Menzies and Associates Ltd. (June, 1974) Volume 2 Development Strategy - North Shore Lake Superior Recreation Study prepared for the Ontario Ministry of Natural Resources

letter to Karen Tierney from J. Stott, Parks Supervisor, Wawa District, Ontario Ministry of Natural Resources regarding park use statistics

Parks and Recreational Areas Branch, Outdoor Recreation Group, Ontario Ministry of Natural Resources (January, 1983) 1982 Provincial Park Camper Survey Summary Statistical Report

Parks Planning Branch, Division of Parks, Ontario Ministry of Natural Resources (April, 1977) 1976 Provincial Park Camper Survey Summary Statistical Report

Ontario Ministry of Natural Resources (1984) Provincial Park Day Use Survey Statistical Summary - 1984

Outdoor Recreation Group, Parks and Recreational Areas Branch, Ontario Ministry of Natural Resources (December, 1983) 1983 Provincial Park Camper Survey Summary Statistical Report

Ontario Ministry of Natural Resources (1984) Provincial Park Camper Survey Statistical Summary - 1984

Ontario Ministry of Natural Resources (1984) Ontario Provincial Parks Statistics 1984

Outdoor Recreation Group, Parks and Recreational Areas Branch, Ontario Ministry of Natural Resources (January, 1983) 1982 Provincial Park Day-User Survey Summary Statistical Report

Ontario Region, Parks Canada (1982) Pukaskwa National Park Management Plan - 1982

Ontario Region, Parks Canada (1982) Pukaskwa National Park Management Plan - 1982)

Parks Canada, Environment Canada Hattie Cove Area Visitor Survey

Pukaskwa National Park Monitoring Program 1983

Letter from P.A. Strassburger, District Manager, Terrace Bay District Office, Terrace Bay District, Ontario Ministry of Natural Resources to D. Hodgins, Superintendent, Pukaskwa National Park regarding visitor statistics for Neys Provincial Park

file folder (red) Backcountry Registrations for 1984

file folder (yellow) Backcountry Registrations Year End Totals

package of information from T.R. Isherwood, District Manager, Thunder Bay District to D. Hodgins, Superintendent, Pukaskwa National Park regarding Market Area Analysis Information Re: Sibley Tourism Development Study

proposal - Lake Superior Provincial Park Study

recreational trips by type from O-D survey data

photocopy of Executive Summary of Tourism Development Strategy for Township of Michipicoten prepared by Laventhol and Horwath (June, 1984)

report of Marathon Tourist Information Booth Summary Report - 1985

Algoma Kinniwabi Travel Associates (Summer, 1985) Lake Superior Circle Tour Survey Summary (Sault Ste. Marie)

Visitors and Convention Department, City of Thunder Bay 1986 Marketing Plan Visitors and Convention Section

Balmer, Crapo and Associates (March, 1977) Tourism Development Strategies/Opportunities for the Sault Ste. Marie - Wawa Zone prepared for the Ontario Ministry of Industry and Tourism

The Economic Planning Group (June, 1982) Executive Summary - Tourism Strategy and Action Plan for Sault Ste. Marie, Ontario prepared for the Tourism Master Plan Steering Committee, City of Sault Ste. Marie

Agawa Canyon Tour Summary Statistics, Algoma Central Railway

Chamber of Commerce, Sault Ste. Marie Tourism Survey Results, Summer, 1985

Algoma Kinniwabi Travel Association, Algo-Stats 1985 AKTA Information Booth Statistics

Visitors and Convention Department, City of Thunder Bay 1985 Marketing Plan - Visitors and Convention Section

Ewing, Dr. R. G., and McLarty, Dr. J.K. Algoma Circle Tour Project - Phase 1 prepared for Ontario Ministry of Northern Affairs

Ewing, Dr. R. G. and McLarty, Dr. J.K. Algoma Circle Tour Project - Phase 2 prepared for Ontario Ministry of Northern Affairs

Ewing, Dr. R. G. and McLarty, Dr. J. K. Algoma Circle Tour Project - Phase 3 prepared for Ontario Ministry of Northern Affairs

photocopies from Parks Canada computer printout of backcountry coding and label format

Socio-economic Research Unit, Policy and Research, Program, Planning and Development, Parks Canada Interviewer's and Coding Manual - 1986 Pukaskwa Visitor Use Survey- Front Country

1984 Pukaskwa National Park Survey of Overnight Backcountry Users - boating

1984 Pukaskwa National Park Survey of Overnight Backcountry Users - canoe or kayak

1984 PUkaskwa National Park Survey of Overnight Backcountry Users - hiking

1983 Pukaskwa National Park - An Exploratory Study - canoeing

Preliminary Tables: Pukaskwa Hiker Data (no date)

General Comments from the 1984 - Backcountry Study

Cheng, David (June, 1983) Drafty Planning Report - Exploratory Study of Overnight Wilderness Users: Pukaskwa National Park. Socio-economic Research

Labuda, Kathy (1981) Activity Profiles for Three Water-Based Recreational Activities (Scuba-Diving/Snorkelling, Swimming, and Shore Uses) Interpretation and Visitor Services Division, National Parks Branch, Parks Canada

Labuda, Kathy (1981) Sportfishermen: A Profile. Interpretation and Visitor Services Division, National Parks Branch

Paul, Judy (1982) Recreational Vehicle Camping in National Parks. Interpretation and Visitor Services Division, National Parks Division, Parks Canada

McCann, Jackie (1982) Tent Camping: A Visitor Activity Profile. Interpretation and Visitor Services Division

Grant, Kathy (1982) Canoeists and Boaters: Can We Serve Them Better? Interpretation and Visitor Services Division, National Parks Branch, Parks Canada

Logan, L.D. (1984) Pukaskwa National Park Monitoring Program 1983. Policy and Research, Ontario

Taylor, Grant (1985) Visitor Activity Management Process, VAMP Workshop

--------(September, 1985) Draft Terms of Reference for VAMP Implementation at Pukaskwa National Park - Phase I Data Assembly and Analysis

Fournier, Jo-anne (September, 1985) 1985 Senior Gate Attendant Year-end Report

-------(November, 1984) Draft Operational Guidelines for Managing the Coastal Zone Pukaskwa National Park. Planning and Development Division, Ontario Regional Office

Hanna, Silvy and Associates (January, 1986) Backcountry Registration Summary for July and August 1985

Park Use Records for Hattie Cove Day Use Area - 1985

blank Pukaskwa National Park Return Registration form

Wildlands Associates (September, 1982) Recreation Activity

Profile - Kejimkujik National Park - Semi-serviced camping

Mullen, Eric (Wildlands Associates) Recreation Activity Profile - Kejimkujik National Park - Winter Camping

Visitor Activity Profile - Cross Country Skiing

Mullen, Eric (Wildlands Associates) Recreation Activity Profile - Kejimkujik National Park - Automobile Sightseeing

Wildlands Associates (September, 1982) Recreation Activity Profile - Kejimkujik National Park - Group Camping (Tenting)

Wildlands Associates (October, 1982) Recreation Activity Profile - Kejimkujik National Park - Back Country Camping

Visitor Activity Profile - Backpacking

Pukaskwa Visitor Use Study Exit Interviews (Summer, 1985) frequencies (weighted) and cross tabulations

Pukaskwa Visitor Use Study Hattie Cove campers (Summer 1985) frequencies and cross tabulations

Pukaskwa Visitor Use Study Backcountry 1984 Hiker and Canoer frequencies

Pukaskwa Visitor Use Study Hattie Cove day use (Summer 1985) frequencies and cross-tabulations

Appendix 3

List of Persons Contacted/Interviewed

The following are the major contacts made for interview purposes for this study. The contacts are listed in alphabetical order by last name.

Ms. Wendy M. Bell,
Reeve,
Township of Marathon,
Post Office Box 190,
Marathon, Ontario
P0T 2E0
(705) 229-1010

Mr. Brian Collins,
Tourism Industry Consultant,
435 James Street South,
Post OFfice box 5000,
Thunder Bay, Ontario
P7C 5G6
(807) 475-1325 or
1-800-465-5018

Mr. M. T. (Maurice) Fenelon,
Community RElations Branch,
Northwest Region,
Ministry of Northern Development and Mines,
Box 280,
Peninsula Building,
Marathon, Ontario
P0T 2E0
(807) 229-1153
Zenith 33160

Ms. Eileen Halfpenny,
Regional Supervisor,
Ontario Travel Information Centres,
Northern Region,
Ontario Ministry of Tourism and Recreation,
120 Huron Street,
Sault Ste Marie, Ontario
P6A 1P8
(507) 949-7912
Telex 067-77131

Mr. David A. Head,
Northern Regional and Community Development Co-ordinator,
Ministry of Northern Development and Mines,
421 Bay Street,
Suite 301,
Sault Ste Marie, Ontario
P6A 1X3
(705) 942-0100

Mr. L. Heyens,
Regional Planner,
Northwestern Regional Office,
Ontario Ministry of Natural Resources
(807) 468-3112

Ms. Barbara McEwen,
North of Superior Travel Association,
79 North Court Street,
Thunder Bay, Ontario
P7A 4T7
(807) 345-3322

Mr. Ian McMillian,
Algoma Kinnewabi Tourist Association,
616 Queen Street East,
Suite 203,
Sault Ste Marie, Ontario
P6A 2A4
(705) 254-4293

Mr. W. R. Parks,
Manager,
Northern Regional Development,
Regional and Community Development Branch,
Northwestern AReа Office,
Ministry of Northern Development and Mines,
435 James Street South,
Thunder Bay, Ontario
P7E 6S3
(807) 475-1585

Mr. John Payne,
Tourism Industry Consultant,
Tourism Operations Branch,
Ontario Ministry of Tourism and Recreation,
120 Huron Street,
Sault Ste Marie, Ontario
P6A 1P8
(705) 253-1103
Zenith 59130

Appendix 4

Activities in Pukaskwa National Park

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Process (V.A.M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

and other resource materials
provided by Pukaskwa National Park

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES & USERS 1983	1984	1985	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
I. WATER BASED							
Canoeing/Kayaking Frontcountry	Unknown; staff observations indicate that canoeing H.C. is fairly popular			Hattie Cove/Pulpwood	- info. on area is provided at V.C. - Canoe rental - Marathon 25km - Special event Canoe outing - Parking Lot - Hattie Cove - Visitors can launch their canoe at Visitor Centre	photography sightseeing fishing nature/history study	- no motorized access beyond the Visitor Centre in Hattie Cove - distance to canoe rentals (25km) - weather/Lake Superior - only access for day canoeing - Hattie Cove
Backcountry	118/27	119/36	152/37	White River	- Search & Rescue - Parking in Hattie Cove - Fly-In services to areas adjacent to Park & Otter Cove - Publications with maps - Information on trip/pre-tr info. - portages/signs/primitive campsites	fishing photography nature/history study backcountry camping	Registration System Coordination with M.N.R. in info. dissemination/registration/maintenance - Aircraft may only land in Otter Cove require prior permission from Supt. - Accessibility of Rivers/interior lakes - Seasonality of Pukaskwa River (spring)
	11/3	37/9	17/7	Pukaskwa River			
	100/44	167/60	209/85	Coast			
	6/2	4/1	21/6	Interior	- no facilities		
Boating							
Rowing	Unknown; staff observations indicate that rowing in H.C. is minimal			Hattie Cove	- Primitive Boat launch - Pic River - boats may be pulled up on the beach at the pumphouse	fishing sightseeing	- no motors beyond Visitor Centre in Hattie Cove (P.N.P. zoning)
Motor	153/57	164/50	117/37	Coast - Day trips - Overnight White/Willow/Pukaskwa River mouths	- Boat launch - Pic River - Primitive campsites - Sell Hydro charts/Topo maps - Search & Rescue	fishermen scenic tour	- Registration System - motors restricted to coast and rivers draining into Superior P.N.P. 3.5.23.6 - zoning/lake/weather

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES # USERS	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
1. WATER BASED					
Boating					
Sail	- Unknown Number, transients travelling coast - few small sailboats @ Hattie Cove	Coast White River up to Schist Falls	- Sell Hydro charts/topo maps - Coastal Hiking Trail Guide	- Coastal Hiking Trail - Present activity nodes for exploration ie. Otter Cove, Oiseau Bay	- Motor boating on Park rivers is only permitted from Lake Superior up to the first section of non-navigable waters - P.M.P. 3.4.2.3.6 and zoning - no local facilities (suitable boat launch, gas, sewage disposal etc.) - Lake Superior weather
Yachts	- Unknown Number, transients travelling coast	Coast White River up to Schist Falls	- See Sailing	See Sailing	See Sailing
Scuba Diving	- very occasional - (Special projects and groups)	Coast	- None specific		- Registration system - winds - cold water temperatures - dangerous seiche - no equipment rentals locally
Snorkelling	Unknown	Unknown	- None specific		- cold water temperatures
Swimming	Unknown	Frontcountry - Hattie Cove area Backcountry	- Changehouse in DayUse area including toilet facilities - First Aid Station & Administration building - Trails to Horseshoe, 1st, and 2nd beaches		- cold water temperatures - potentially dangerous seiches - weather
Windsurfing	Occasional	Coast Hattie Cove Pulpwood Harbour	- None specific		- not on list of 27 approved National Park activities
Skating	very occasional	Hattie Cove	- Pit toilet at Hattie Cove		- snow (no maintained rink)

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES # USERS	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
II. LAND BASED					
Camping					
Frontcountry	4948/2078 (1983) 6383/2767 (1984). 5660/2297 (1985)	Hattie Cove	- Campsite includes: tentpad, fire pit/grill - First Aid Station @ Administration building - 67 site semi-serviced campground (29 electrical, 3 walk-in, 1 pull-through) 2 Comfort Stations with potable water, showers, flush toilets, handicapped services - Entrance Kiosk serves campground - Central firewood, garbage	- Campground access trails to beaches Visitor Centre, Interpretation trails, etc. - no overflow - visitors are directed to the nearest Private/ Provincial Park Interp. Programs Canoeing Walking	- P.M.P. 391.42 "Winter camping will be accomodated in Hattie Cove" Presently offer June - September P.R.M. 40-1 4.6.21 Winter Camping - Long Term development - 40 additional sites - weather (fog/cold) - bugs/flies - operating under the guidance of the National Park Regulations - distance off Trans-Canada Hwy.- 15km
Backcountry	See: Hiking/Canoeing/ Boating	Along Coastal Hiking Trail White/Pukaskwa Rivers (Canoe routes)	- Hattie Cove to Oiseau Bay campsites include: site pad bear pole, fire pit, privy, signs - Oiseau Bay to Pukaskwa River (sites designated only with no facilities) - sites located in the Coastal Hiking Trail guide, canoeing guides - maximum distance between hiking campsites 4 hours - no designated sites in the interior	Hiking Canoeing Boating	- PNP - minimal facilities - sites referred to as: Designated Campsites - four season camping - operating under the guidance of the National Park Regulations (until the Park is gazetted)
Group			- Not presently offered		
Seasonal (Shack tents)			- Not presently offered		

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES # USERS	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
II. LAND BASED Picnicing	Day Use Statistics 6011/1938 5771/2356 (1983) (1984) 4785/1791 (1985)	Hattie Cove Area	-First Aid Station at Administration building -Day Use area with 10 picnic sites, changehouse, firewood garbage cans (bearproof) -Parking Lot - Hattie Cove garbage cans only at Horseshoe Beach (a more popular picnicing area)	Swimming Sunbathing	- Day Use area closes at 11:00 p.m. - bugs/weather
Walking (Frontcountry)	Southern Headland Trail (Estimates - persons) 5750 8178 4300	Hattie Cove	-Interpretation Trails - Southern Headland Trail (2km) Beaver Lake Trail (2.5km) -Beaches -First section of Coastal Hiking Trail -Campground Trails - access to Visitor Centre/Lake Superior/ Interpretation Trails/Comfort Stations (designed for the handicapped) -Information on the trails provided at Kiosk/Visitor Centre	Photography Nature Study	- Trail standards - "Trail Analysis and Construction" - PMP - 3.9.1.4.6 - terrian
Hiking (Backcountry)	747/372 989/364 1025/414 (1983) (1984) (1985)	Coastal Hiking Trail 70km	-Trail maintained to Backcountry standards including campsites with tentpad, bear pole, fire pit, privy (Hattie Cove to Oiseau Bay) -Trail standards lower; designated campsites with campsite area only (Oiseau Bay to North Swallow River) -Backcountry Trail sign plan -Trail update binder -Search & Rescue -Brochures/Pre-trip information		- Trail Construction Standards (Bird & Hale) - Backcountry Registration system - Linear Trail - Water Taxi Service - no fixed schedule; weather

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES # USERS	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
II. LAND BASED Mountain Climbing	Occasional (Outward-Bound - Nipigon)	Backcountry (Playter Harbour)	- No specific facilities - Search & Rescue		- Backcountry Registration syste - Search & Rescue Directive (draf - when the Park is gazetted, guid groups ie. Outward Bound will re a National Park license
Sightseeing Car Walking			-Gravel road access to Hattie Cove (2.5km) *See Walking Frontcountry		- Road access
Interpretive Programming		Hattie Cove Local communities	-Visitor Centre (accessible to the handicapped) -Publications -Special Events: evening programs, films, family program format (crafts/skill development etc.) -Schedules posted throuthout campground, radio, newspaper available at Kiosk	Camping Picnicing	
Nature Study	Unknown	Throughout the Park	-Interpretive Programs are promoted	Hiking/Walking Canoeing Camping	
History Study	Unknown	Throughtout the Park	-Interpretive programs are promoted	Hiking/Walking Canoeing Camping	
ATC/Mini Bike Riding					- No motorized access beyond Hat Cove - P.M.P. Zoning - Not recognized as an appropria National Park activity - Policy/T.M.P. - preference for public transportation if motoriz access is required

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES # USERS	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
II. LAND BASED Aircraft	Minimal	Otter Cove	- Dock at Otter Cove Warden Station		- Restricted conditions - require prior permission by Superintendent - self-registration on system - Lake Superior weather
Water Taxi Service		Coast	- The Park provides visitors with Taxi service contacts - Park has met with present Taxi service operator to review 1. Park registration 2. Park facilities/ servcies		- the present water Taxi service operates his business outside the Park boundaries - weather/Lake Superior - limited cliental
Bicycling	Unknown	- Acess roads ie. Hattie Cove (gravel road)	- Gravel road and campground access trails	Camping Picnicing	- restricted to roads and trails unless otherwise posted (no postings in the Park to date)
Photography & Arts	Unknown	Throughout the Park	- Interpretive programs are promoted	Hiking/Walking Canoeing Boating	
Wildlife/ Bird Watching	Unknown	Throughout the Park	- Interpretive programs are promoted	Hiking/Walking Canoeing Boating	
Golf (R)			- None		- P.C. Policy 4.16 "No new golf courses will be developed in National Parks"
Tennis			- None		P.C. Policy 4.6.16 - must be identified in Park Management Plan - Tennis courts located in Marathon
Orienteering	Unknown (School groups)		- None specific		- Boreal landscape

ACTIVITIES - PUKASKWA NATIONAL PARK

PRESENT STATUS

ACTIVITY	PERSONS/PARTIES & USERS	LOCATION	FACILITIES/SERVICES PROVIDED	OTHER ACTIVITIES	PRESENT GOVERNING FACTORS
I. LAND BASED Horseback Riding			-None		- Closest horse rentals - Thunder Bay - Terrain
Fishing - Sport (including ice fishing)	Unknown	-Throughout the Park Major areas - Hattie Cove, Whi[illegible], White Gra[illegible], Pukaskwa R., [illegible]n/Birch area, Willow and Widgeon Lakes	-Licenses are sold in Heron Bay -Pre-trip information is provided at the Visitor Centre	Canoeing Hiking Boating Snowshoeing/Skiing	- Provincial Fishing Regulations apply until the Park is gazetted - Trace Element Study - Accessibility
Snowmobiling [illegible]rsnow vehic[illegible]					- P.H.P. 3.5.1.4.7. - no snowmobiling allowed - P.C. Policy 4.6.10 - marginally compatible, inappropriate in most areas of National Parks - P.N.P. Zoning
Snowshoeing	Unknown	Throughout the Park	-Pit toilets in Hattie Cove	Winter Back-country camping Sightseeing/ Photography	
Downhill Skiing ®			-None		- P.C. Policy 4.1.6. "No new ... downhill ski areas will be developed in National Parks
Cross-Country Skiing	Unknown	Hattie Cove Minor number in the Backcountry	-Pit toilets in Hattie Cove -Occasional track setting in Hattie Cove		
Sledding/ Tobogganning	Unknown	No staff observations other than person walking into Hattie Cove to Ice Fish	None		- terrain - availability of good tobogganning hills closer to the communities

EXISTING ACTIVITIES	NOT APPROPRIATE	APPROPRIATE		
		HIGH	MEDIUM	LOW
1. Canoeing -Lake		X		
-River		X		
2. Kayaking		X		
3. Motor-boating -Coastal			X	
4. Row-boating				X
5. Sailing			X	
6. Sightseeing (i.e. H.C. beaches shorelines, etc.) (non-motorized)		X		
7. Swimming				X
8. Windsurfing				X
9. Camping (frontcountry)		X		
10. Picnicking		X		
11. Day-Hiking/Walking		X		
12. Climbing				X
13. Interp. Programs/ Special Events		X		
14. Nature Observation		X		
15. Bicycling (frontcountry)				X
16. Art Activities		X		
17. Sport Fishing			X	
18. Overnight Backpacking		X		
19. Scuba Diving/ Snorkelling				X
20. Cross-Country Skiing -tracked (frontcountry)			X	
-trackless (backcountry)				X
21. Snowshoeing		X		

POTENTIAL ACTIVITIES	NOT APPROPRIATE	APPROPRIATE		
		HIGH	MEDIUM	LOW
1. Sledding/ Tobogganing				X
2. Snowmobiling	X -zoning -conflict (user) -resource limitation -better opportunities outside the Park			
3. Horseback Riding	X -terrain -no resources -insects			
4. Trail-Bicycling				X
5. Coastal Tours (sightseeing boat transit) (motorized)				X (scenery good but public safety a concern)
6. Interior Tours (sightseeing land transit) (motorized)				X
7. Wilderness Skill Development		X		
8. Bus Tours (frontcountry)				X
9. Group Tenting				X
10. Caving	X (lack of resources)			
11. Dogsled Tours				X
12. Pleasure Driving				X
13. Orienteering			X	

POTENTIAL ACTIVITIES	NOT APPROPRIATE	APPROPRIATE		
		HIGH	MEDIUM	LOW
14. Water-Skiing	X (not appropria. activity in wilderness setting)			
15. White-Water Rafting				
-commercial	X			
-individual	X (severe access problems, resources)			
16. Hang Gliding	X (lack of safe launching and landing area			
17. Tennis	X (facility-based activity)			
18. Skating				X
19. Golf	X Policy			
20. Downhill Skiing	X Policy			
21. Motor-Boating -interior	X (conflicts with zoning)			
22. All Terrain Vehicles	X -zoning -conflict users -resource limitation			

Appendix 5

Supplemental Frontcountry Visitor Information

this appendix consists
of information provided by

P.G. Whiting and Associates

Table 1

Type of Trip by
Day of Week, 1986 (%)

Type of Trip	Type of Day	
	Weekday	Weekend
Destination Camper	61.3	38.7
En Route Camper	59.7	40.3
Local Camper	34.0	66.0
Organized Group	50.0	50.0
Travelling Day Use	58.7	40.7
Local Day Use	30.7	69.4
All Visitors	50.5	49.5

Table 2

Month of Interview by
Type of Trip, 1986, (%)

Type of Trip	Month			
	June	July	August	September
Destination Camper	9.2	28.9	57.7	1.4
En Route Camper	7.8	40.6	43.2	2.3
Local Camper	38.0	26.0	36.0	0.0
Organized Group	50.0	0.0	0.0	50.0
Travelling Day User	17.3	44.0	37.3	0.7
Local Day User	23.3	37.3	33.3	3.3
All Visitors	14.0	41.3	40.0	1.7

Table 3

Activities Outside Hattie Cove
by Type of Trip, 1986 (%)

Type of Trip	Along Coastal Hiking Trail	Canoeing Along Lake Superior	Boating Along Lake Superior	Other	Not Applicable	No Answer
Destination Camper	42.4	6.5	0.0	9.8	30.4	5.4
En Route Camper	22.9	2.4	0.5	2.9	58.5	10.2
Local Camper	23.1	0.0	0.0	3.8	53.8	15.8
Organized Group	0.0	0.0	0.0	50.0	50.0	0.0
Travelling Day User	20.6	0.0	0.0	1.6	73.0	3.2
Local Day User	26.0	4.0	2.0	10.0	52.0	4.0

Table 4

Information Sources for Pukaskwa
Frontcountry Visitors by
Type of Trip, 1986 (%)

	Type of Trip					
Source	Destin-ation Camper	En Route Camper	Local Camper	Organ-ized Group	Travel'g Day User	Local Day User
Live in Area	14.8	2.9	60.0	0.0	9.3	68.7
From Friends/Family	23.2	14.6	20.0	0.0	19.3	14.7
Tourist Information	13.4	31.2	4.0	50.0	18.7	2.0
Pks. Can. literatur	9.2	10.4	0.0	50.0	8.0	1.3
Media	9.9	6.5	8.0	0.0	2.0	3.3
Signs on Road	4.2	6.5	4.0	0.0	16.0	6.7
Previous Trips to A	0.0	0.3	0.0	0.0	0.7	0.0
Road Map	7.0	14.9	2.0	0.0	12.0	1.3
Do not remember	17.6	12.7	0.0	0.0	13.3	2.0
Not Applicable	0.0	0.0	0.0	0.0	0.0	0.0
No Answer	0.7	0.0	2.0	0.0	0.0	0.0

Appendix 6

Forest Management Agreements

this appendix consists
of excerpts taken from

DRAFT Visitor Activity Management Process (V.A.M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

3.8 FOREST MANAGEMENT AGREEMENTS

3.8.1 INTRODUCTION

Two objectives stated in the Pukaskwa National Park Management Plan (1982) are to:

"Allow the natural resources within the Park to be protected and managed with minimal interference to the natural processess" and

"Control access and circulation withing the Park, while providing the public with the opportunity of understanding and enjoying the Park".

Subsequent to the approval of the Pukaskwa National Park Management Plan, natural resources extraction activities have increased in the region adjacent to the Park boundary as a result of Forest Management Agreements (F.M.A.) between the Ministry of Natural Resources, and Domtar Inc., White River Forest, Quebec North Shore Paper Co., Black River Forest, and the Wawa Crown Management Unit. Direct and indirect impacts of these operations on Park lands will necessitate monitoring to ensure the protection of the Park's natural resources and to meet the demands resulting from increased access, visitor use, and level of impact along the Park's northern, southern and eastern boundaries.

A Forest Management Agreement (F.M.A.) is a contractural agreement in which the company undertakes forest management practices on behalf of the Ministry of Natural Resources. In return, the company receives a continuous supply of forest raw materials on a sustained yield basis. The agreement continues to allow general public access and recreational activities that already exist on the land. The company operates according to established procedures, controls and legislation and must prepare 20-year Forest Management Plans, 5 Year Operating Plans, Annual Plans and Annual Reports. All plans are subject to public review and approval by the Ministry of Natural Resources.

3.8.2 Park Concerns

Activities stemming from the Forest Management Aggreements may disrupt the physical and aesthetic integrity of the Park; its boundaries and resources.

Four areas of Park concern due to potential impacts from company activities are:

a) Increased access due to road construction to previously remote sections of the Park boundary thus increasing the likelihood of unauthorized use of Park lands;

b) Protection of the quality of waters that flow into the Park;

c) Increased fire hazard from poor slash disposal and increased potential for man caused wild fire that may threaten Park lands; and

d) The need for environmental and aesthetic controls over cutting adjacent to the Park boundary as well as adjacent to known recreational waterways or key wildlife areas (Couchie, December 20, 1984).

The Park has ensured that the companies are aware of these potential impacts through correspondence during the development and review phases of the agreements (Hamilton,1984, Couchie, December 20,1984, and Gordon, May 8, 1985).

3.8.3 Road Access

As a result of the F.M.A. activities, a network of roads will be built in the vicinity of the Park boundary and open up the previously inaccessible backcountry areas (refer to Map 4). These access roads which transport company equipment, personnel and timber, fall under the Public Lands Act entitling general public access at all times. Unfortunately, little information about the exact route, length and time of development for proposed roads can be determined prior to the annual cutting and road construction plans. This leaves little time for proactive management.

The 20 year White River Forest Management Plan (June 16, 1983 to March 31,2003) outlines a network of roads in the vicinity of the northern and eastern Park bondary. Primary road construction plans include the following all weathered roads:

White River to Umbata Falls, South Regan Road from Mobert to the Park boundary at Cabin Lake, Bremner River from the town of White River to the South Regan Road, and the Pukaskwa River from the town of White River connecting with the Dubreville Road. As a result of public consultation, the M.N.R. has relocated portions of the proposed roads (refer to Map 4).

1) The Bremner River and the Pukaskwa River may develop into a jump off point for waterway access to the Park.

2) The Pukaskwa River road will ease access to the Pukaskwa River with the location of a bridge reducing the total length of the Pukaskwa River canoe trip by approximately 2 days.

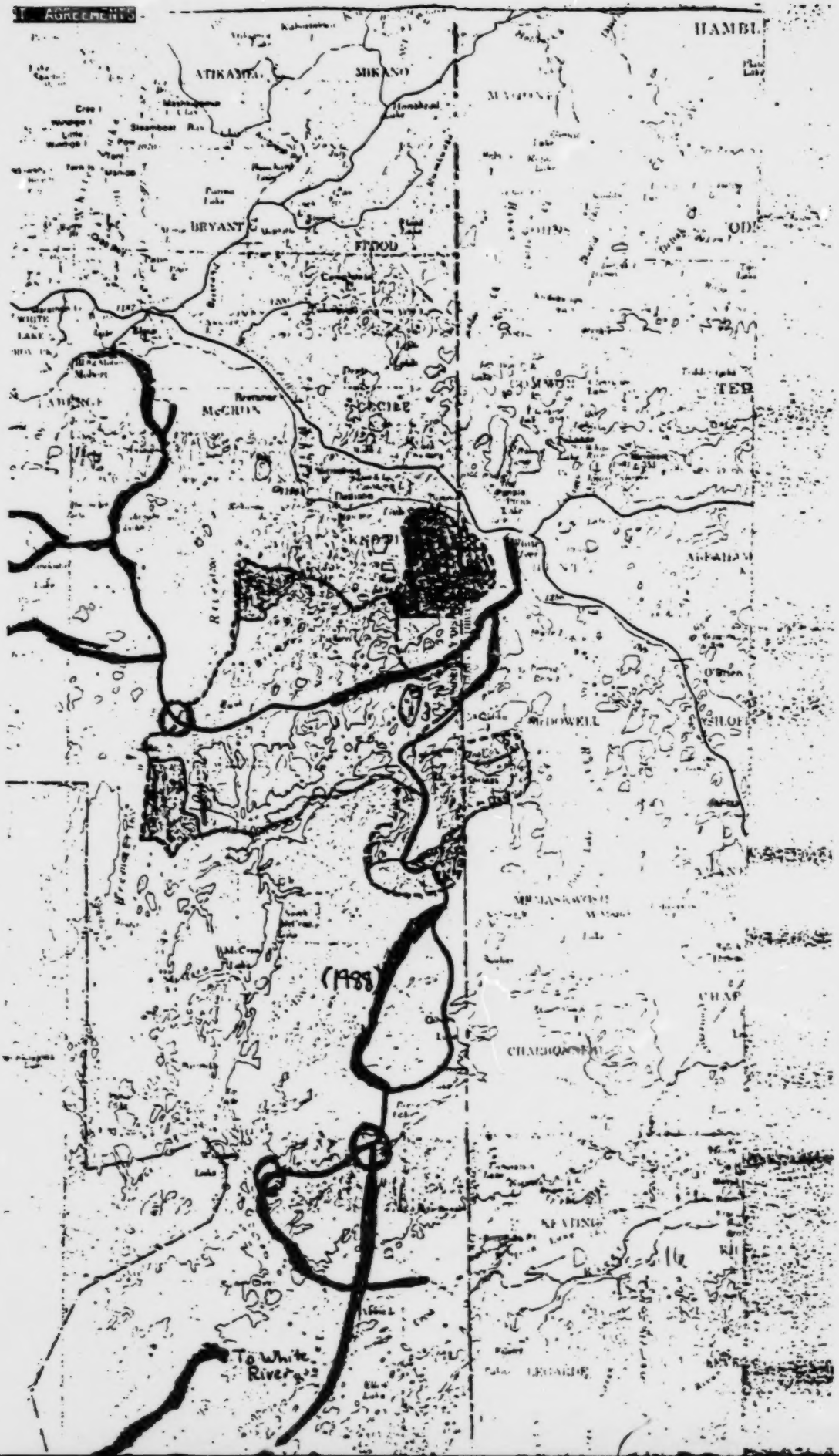
3) Roads joining the hydro line will result in an increased need for law enforcement patrols in the northeast areas of the Park.

4) The South Regan Road will open the Lirch - Birch - Louie Lake area for increased levels of recreational pursuits and the potential for unacceptable types/levels of impact.

5) Secondary and tertiary roads from the proposed all weather roads will increase access to the northern and eastern Park boundaries.

The proposed all weather roads, traversible by all terrain vehicles necessitate increased law enforcement efforts for the anticipated increase in violations by hunters, fishermen, mining/logging companies and claim stakers who frequently visit here. In response to the Park's request for reduced accessibility during hunting season, Domtar replied:

- the closing of roads is the least desirable option for resources protection,
- use of roads will be restricted during the operating season, and
- consideration will be given to the location of secondary and tertiary roads to avoid access by hunters to the park (Murphy,February 29,1984).


AGREEMENTS
ATIKAMEG
MIKANO
BRYANT
McCRON
(1988)
To White River

(by 2003)
(1998
PUKASKWA
NATIONAL
PARK
PARC
NATIONAL
PUKASKWA
NATIONAL
PARK
LEGEND
AREAS
Modified Harvest Cut
Scarification for Natural
Site Preparation (Clear Cutting)
ROADS
Proposed Access in Next 5 years
Proposed Access in Next 20 years
MNR Proposed Change to 20 years Access
Proposed Bridge Locations

Appendix 7

Hemlo Gold Field Development

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Process (V.A.M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

To ensure the protection of the Park's resources an enforcement plan has been implemented. The plan includes winter and summer patrols in the backcountry areas. During hunting season, air and ground patrols will be utilized and concentrated in areas of uncontrolled access (Pukaskwa National Park, 1985).

A draft Forest Management Plan (1985-2005) and Operating Plan (1985-1990) have been prepared for the Wawa Crown Management Unit. Primary roads to be built in approximately 2000-2005, come close to the Park's eastern and southern boundaries before crossing the East Pukaskwa River. A draft F.M.A. and Operating Plan has also been prepared for the Black River Forest Agreement. Concerns related to these two agreements are similar to those expressed in the White River Agreement.

3.8.4 Other Impacts

Other direct or indirect impacts of the F.M.A.'s threaten the integrity of the Park's natural resources. Herbicides could drift into the Park or effect the Park's watershed. Prescribed burns may result in wildfire situations or increased siltation of rivers from erosion as a result of road development. In addition, the White River (F.M.A.) Operating Plans (June 16,1983 - March 31, 2003) includes clear cutting up to the boundary where terrain permits.

3.8.5 Summary

1) As a result of the Forest Management Agreements, a network of roads will be built in the vicinity of the Park boundary and open up previously inaccessible backcountry areas. The increased level of use/impact and the corresponding demand for greater levels of Park protection and control measures will have a considerable effect on the type of visitor experience in the backcountry areas.

2) The ease of access to the Pukaskwa River created by the proposed road development will reduce the trip length by approximately 2 days and as a result:

    1) Require less extensive pre-trip planning which may increase the number of unprepared visitors.

    2) Ease of access may encourage use by visitors whose skills are inadequate for this river.

    3) Uncontrolled access will increase the probability of visitors who do not register into the Park.

    4) Increase visitor use of the river.

3) Continuous park liason and environmental monitoring is required to ensure the companies are aware of potential impacts of their operations(ie. spraying, burning, erosion) and to avoid secondary impacts on Park lands.

3.9 HEMLO

3 9.1 Introduction

One major impact on the region is the development associated with the Hemlo goldfields. Since the early 1980's when substantial money was invested in the area, Hemlo has been described as the single largest gold deposit in North America (Johnson,1984). The proximity of the goldfields to the townships of Manitouwadge, Marathon, White River, and the Pic 50 and Mobert Indian Reserves, has resulted in rapid physical,social and financial changes.

3.9.2 Location

Hemlo is located between Marathon and Highway #614 along Highway #17(refer to Map 5). Gold reserves have been estimated at 81.5 million tons with a minimum life expectancy of 20 years. The major mining companies presently in production are Lac Minerals Ltd., Noranda Mines Ltd., and Tech-Corona-Operating Corporation (Hemlo Impact Study Update).

3.9.3 Impacts on Local Communities

The initial stages of new ore discoveries and new mining company establishments have been replaced with extensive construction, arrival of mine employes and gold production. Regional developments are similar to the following pattern identified by Applied Research Consulting House Ltd. (1982) in their study of rapid community growth.

"Phase 1" - period after discovering the ore body
- announcement of development.

"Phase 11" - a highly mobile era when construction workers and families arrive, build a plant, housing etc.

"Phase 111" - recruitment phase when families arrive who will make the community their place of residence.

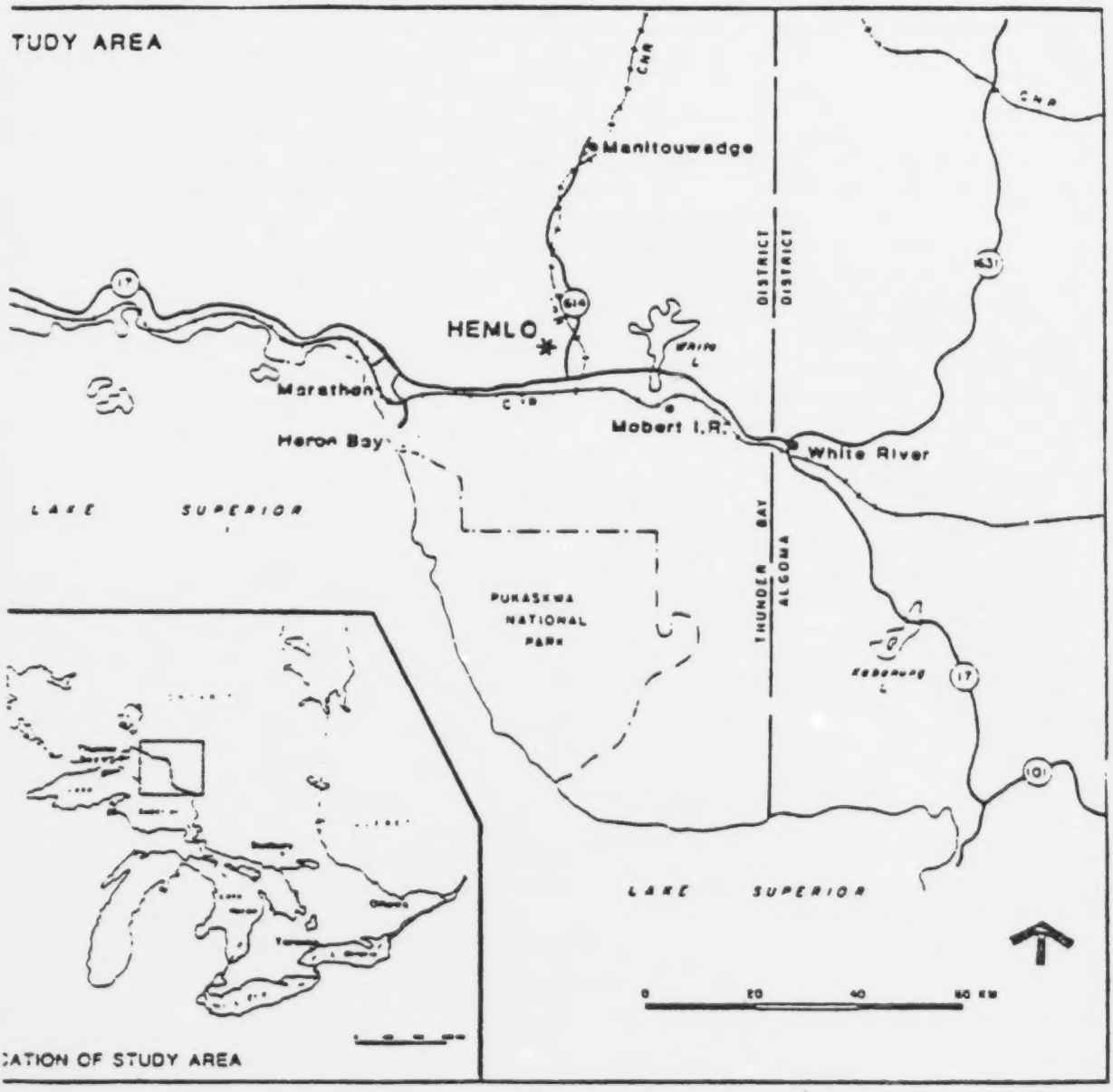
"Phase IV" - transitional phase when new community members become more involved in and take responsibility for the community.

"Phase V" - mature phase when the population has stabilized, residents are growing older and some begin retiring in the town.

Presently the communities are moving into Phase 111.

To date three studies have been completed to access the impact of Hemlo on the surrounding communities. The rapid pace of the Hemlo related development resulted in the outdating of the first report by the time it was in print. Therefore, a Hemlo Area Coordinating Committee (H.A.C.C.) was created to monitor the situation and write the subsequent 1984 and 1985 updates. H.A.C.C. monitors the potential impacts of Hemlo in the surrounding communities.

MAP 5: Location of HEMLO



They assumed that:

1. Virtually all the population growth is expected to locate in Manitouwadge, Marathon and White River.
2. The distribution of population growth among the communities is:
   Manitouwadge, 40 per cent
   Marathon, 55 per cent
   White River, 5 per cent
3. Approximately 90 per cent of the mining jobs will be taken by individuals from outside the Hemlo area (i.e. they will be moving into one of the three communities).
4. The move-in population will consist of 80 per cent families and 20 per cent single persons.
5. The 1982 assessed population levels will be the "pre-Hemlo" or base population for the entire projection period.
6. The families will have an average of 3.0 persons per household; singles will be one person household.
7. New housing units needed will be 90 per cent of new jobs created. This takes into account households which will have more than one new worker.
8. The number of students and children per family will be
   - 0.5 elementary school pupils, split evenly between the public and separate school systems.
   - 0.2 secondary age children
   - 1.2 total children per family
9. The ratio of mining jobs to spin-off employment is 1:0.33.
10. Individuals engaged in spin-off employment will move into one of the three study area communities and will have family characteristics as move-in mining employees.

The population growth forecasted by H.A.C.C. is summarized in Table 20.

TABLE 20: POPULATION PROJECTIONS
by MUNICIPALITY

Municipality	Base Population 1	Projected Population 2			
	1982	1985	1986	1987	1988	1989
Manitouwadge	3,069	3,710	4,000	4,260	4,400	4,470
Marathon	2,252	3,140	3,530	3,900	4,080	4,180
White River	975	1,060	1,080	1,120	1,140	1,150

1. The 1982 assessment population was used as the base population for the entire projection period.

2. Base population plus Hemlo increase. Projected population levels have been rounded.

H.A.C.C. then assessed the communities of Manitouwadge, Marathon, and White River according to:

1) Physical and financial impacts on housing, industrial and commercial developments, transportation, water services, sewer services, schools, fire and police.
2) The human and social service impact on housing, social services, health, recreation, internal transportation and education.

In addition, Heron Bay and Mobert Indian reserves were assessed with regard to the social impacts.

The 1985 Hemlo Study Update affirms the intense change and development the region has undergone as a result of Hemlo. The communities have adequately responded to the increased demand for the provision of hard services with the majority of physical infractures built or in various stages of development.

Development emphasis has now shifted to meet the demand for human and social services. Areas of concern identified by the H.A.C.C. that may affect the Park include the need for:

1) affordable housing to entrepreneurs of non-mining families such as those providing services and establishing businesses in the community.

2) expanded educational programs including college and university level courses, employee training packages and training courses for human service providers.

3) Many Lac employees will be coming from Quebec which will cause an increase in demand for French language education, most notably in the separate schools.

4) ongoing training programs to encourage new residents, support in fire, search and rescue organizations.

3.9.4 Park Concerns

Two anticipated impacts on the Park as a result of Hemlo are 1. increase in Park visitation and 2. environmental impact of effluent from the mining operations on the natural resources, particularly the White River.

Lorne Logan (1985) calculated the potential effects of Hemlo on Park visitation using 1983 and 1984 data.

"From parties signing the Visitor Centre guest book, we find that 10 percent of the visitors in 1983 were from Marathon or about 1,000 of the approximately 10,000 visitors to the Hattie Cove area. This represents a participation rate of 44 percent of Marathon's population of about 2,252. If we assume that the participation rate of Manitouwadge and White River is about half that of Marathon (i.e.22%) because of distance and intervening opportunities for recreation, the core communities would contribute about 1,900 visitors or 650 parties in 1987 based upon population growth trends excluding Hemlo. If the high Hemlo growth scenario occurs, the three communities would contribute an additional 890 person or about 300 parties during the July-August attendance period, which works out to five parties per day.

Logan suggests that the "potential impact of Hemlo is minimal compared to the potential non-local market represented by the 3300 vehicles per day travelling Highway #17 in July and August, however these statistics need further confirmation for future planning".

Treated effluent from the mine sites will be discharged into the White River watershed, a major recreational waterway in the Park. The White River system was chosen because of the large volume of water, the containment of effluent in only one watershed, and the Pic 50 Indian Reserve's reliance on the Black River for water. (Hodgins, June,29,1984).

To date the Park has expressed its concerns to ensure that:

1. The quality of water and aquatic resources of the White River do not deteriorate below their present level.

2. A stringent monitoring system be put in place for short and long term effects, and

3. Good contingency plans are developed with Park input.

In response to the potential impacts of increased natural resources development on Park activities, an environmental monitoring station was set up in the lower White River in 1984 and in the upper White River near the eastern Park boundary in 1985. The program has been designed to:

- provide an independent documentation of water quality and general environmental trends as they may develop within the Pukaskwa National Park section of the White River;

- collect information on water and fish tissue quality in the lower White River most frequently used by park visitors to ensure that unrestricted use of the freshwater resource will not result in any undue risk to public health and safety; and

- collect information on the fishery resource of the lower White River to ensure that management policies formulated for the area are compatible with both user demand and renewable resource potential (Beak Consultants Ltd., 1985).

3.9.5 Future Developments

Another wave of activity similar to Hemlo may occur if the anticipated development of Fleck Resources Ltd. north of Marathon is finalized. This Vancouver based junior resource company has received positive preliminary test results for platinum, palladium and copper in the Hemlo area (Ottawa Citizen,August 24,1985). A mining feasibility study is underway. If implemented, Marathon and the surrounding area will receive a second wave of economic expansion compounding the rapid transition presently occuring.

3.9.6 Summary

Rapid change and development generated throughout Hemlo's 20 year life expectancy will continue to effect Pukaskwa National Park. Of particular interest with respect to the Park are the following issues:

1) The substantial local population increase, Marathon 83% and Manitouwadge 40% from 1981-89 will increase the Park's day use and weekend camping visitation. The family will make up approximately 80% of this increase.

2) Unlike the present indigenous local user group, most of the newcommers will be from outside of Northwestern Ontario, thus have undefined recreational patterns and require greater information and advertising materials.

3) Increase in the francophone population.

4) Developments and spin off employment accompanying the completion of the necessary infrastructure expansions will provide valuable services and facilities of benefit to Park visitors, Park employees and regional tourism.

5) The effects of Hemlo as an attraction to the transient tourist and in association with the developing matrix of services and facilities will enhance regional tourism by encouraging visitors to:

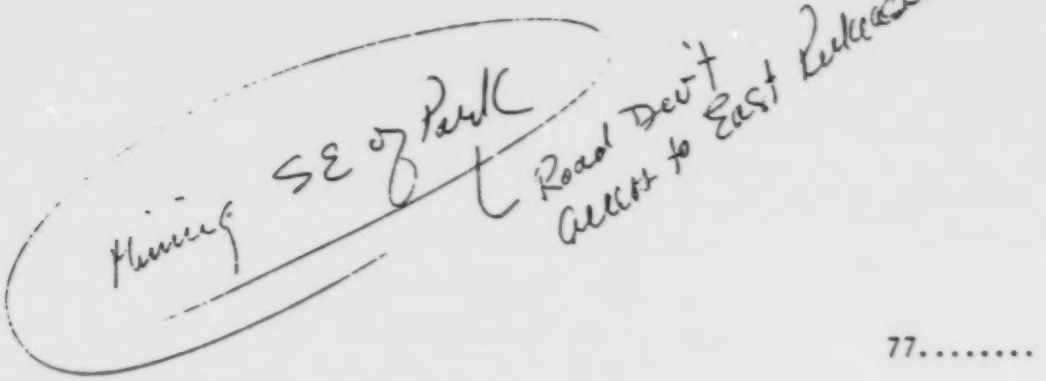
   - travel to the area for mine tours
   - increase their length of stay in the area
   - view the region as a destination area

6) Hemlo activities may reduce the quality of water in the Park, particulary in the White River which would reduce fish populations and threaten the potability of water for the Park visitor.

Other Issues

1) The increase in local population may result in an anticipated improvement in the professional quality in the local market for Park contracts.

2) Housing shortages and high rental costs may effect the Park's ability to attract qualified personnel from outside Marathon.



Appendix 8

Provincial, Private and State Parks

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Process (V.A.M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

3.4 Provincial, Private and State Parks

3.4.1 Introduction

Within the Tourism Destination Area there are a large number of parks with services facilities and programs complimentary to Pukaskwa (see Map 2). Sixteen Provincial Parks are located in the study area including 9 recreation, 6 natural environment and 1 nature reserve, and over 30 private campgrounds are locted on the Canadian side of the Circle Tour.

3.4.2 State Parks

Although there are a number of American Parks on the Lake Superior Circle Route including popular spots like Tahquanenon Falls State Park, (west of Sault Ste. Marie, Michigan) and Apostle Island National Park (off Bayfield, Wisconsin) three parks are similar to Pukaskwa in size and recreation opportunities offered (i.e. hiking). These include Pictured Rocks National Lakeshore stretching 70 km. (40 mi.) from Grand Marais to Munising, Michigan; Porcupine Mountains State Park, near Silver City and Northeast of Ironwood, Michigan; and Isle Royal National Park, accessible by boat or plane from Copper Harbour, Michigan or Grand Portage, Minnesota. Both Porcupine Mountains and Isle Royale are well established while Picture Rocks is still under development (Baxter,1980). Further information is required on these parks.

3.4.3 Private Parks

Eleven campgrounds were contacted by phone followed by a letter requesting information on their facilities, services and programs offered, and visitor statistics (Table 3). Only three campgrounds provided information which may be attributed to the timing of the request at the end of the season. Additional information on these three parks may be found under Park Profiles (Section 3.4.6). As indicated in Table 4 both Maple Leaf and Stillwater campgrounds experienced decreases in attendance. Personal Communications with other private campgrounds suggested similar trends (pers. comm. Private Campgrounds/K. McColeman). This may be a result of the decrease in traffic volume along Highway #17 and poor weather throughout the summer of 1985. The increase in visitation at Penn Lake is a reflection of the number of construction workers and miners using the campground for residency during Marathon's housing shortage resulting from Hemlo (Wilson,1985)

Table 3: Private Campgrounds Contacted

Name	Location	Response
Lakeside Resort	Hawk Junction, Hwy #547 22.5 km. east of Wawa	No reply (N/R)
Kamp Kinniwabi	43 Km. east of Wawa	N/R
Camp Notawa	29 Km. east of Wawa	N/R
Penn Lake Park	Marathon	Sent campground statistics and information on service and facilities
Northern Pines Camp	23 Km. east of Wawa	N/R
Aguasabon Trailer Park	¼ Km. east of Terrace Bay	N/R
Mirror Lake	42 Km. east of Thunder Bay	N/R
White River Trailer Park	White River	N/R
Maple Leaf Campgrounds	Dorion	Sent campground statistics and information on service and facilities.
Pass Lake Campground	32 Km. east of Thunder Bay	N/R
Stillwater Tent Trailer Park	5 Km. west of Nipigon	Sent campground statistics and information on service and facilities.
Kampgrounds of America	Wawa, Thunder Bay, Sault Ste. Marie,	John McMartin, K.O.A. Headquarters in Montan said, it is agains policy to give ou information to th public.

30.....

TABLE 4: Private Campground Statistics

1983 - 1985

	1983	1984	1985
Penn Lake Park			
persons	N/A	N/A	N/A
parties	N/A	163	174
Maple Leaf Campground			
persons	N/A	N/A	N/A
parties	533	531	285
Stillwater Campground			
persons	N/A	5309	5122
parties	N/A	2233	1886

3.4.4 Provincial Parks

The Park Purpose in the Management Plan (1982) outlines Pukaskwa's role in th region with respect to Provincial Parks.

> "Pukaskwa National Park, with its emphasis on preservation of the natural environment, will add a wilderness dimension not presently available in the region for outdoor recreation enthusiastis. This will complement the four Ontario Provincial Parks located with 80 kilometers of the Park, of which two are natural environment class and two are recreation class Parks."

The goal of the Ministry of Natural Resources is:

> "To provide opportunities for outdoor recreation and resource development for the continuous social and economic benefits of the people of Ontario and to administer, protect and conserve public lands and waters".

The Ministry of Natural Resources' Provincial Park tourism objectives are "t create employment, generate more revenue and diversify the economic base of th neighbouring communities" (M.N.R., Oct. 1985).

To gain a better appreciation of Pukaskwa's relationship to the surroundin Provincial Parks, it is important to understand the resources offered an tourism direction taken within each park (Further information on each park ca be found under "Park Profiles" -Section 3.4.6).

3.4.4.1 Wawa District

At present there are three operating Provincial Parks in the Wawa District; Lake Superior, Obatanga and White Lake, and six Park Reserves.

3.4.4.1.1 Lake Superior Provincial Park (Natural Environment)

Lake Superior Provincial Park was established in 1944 when concern was expressed by residents of Sault Ste. Marie for the protection of a significant area of Lake Superior's coastline. It has been readily accessible to the public since the completion of the Trans-Canada Highway (Highway #17) through the Park in 1960 (M.N.R.,1982).

"A Marketing Strategy and Program for Lake Superior Provincial Park" (Bonenberg, 1980) outlines the Park's major attractions. Lake Superior Provincial Park is "distinctive for its rugged character and scenic beauty apparent to the highway traveller, its ecological significance as a transition zone, rich cultural associations with past and present Indian people of the Lake and its outstanding potential for backcountry canoeing, hiking, skiing and nature appreciation. The park is a Provincially significant natural and cultural landscape which provides a wide variety of low intensity recreation not found eleswhere in the Province." (Bonenberg,1980). The Park's theme is "human response to the rugged Lake Superior coastline and the hard to penetrate hinterland".

The Park will be managed to protect provincially significant historical, earth and life science features while providing for day-use and overnight camping.

The marketing strategies outlined in the Park's Marketing Plan were designed to increase use within the Park and surrounding area, and to increase revenue to the government and private sector concentrating on the area from Wawa to Sault Ste. Marie. This plan included the need to implement a hospitality thrust at the Park level involving all staff and an increase in the visitor awareness through an improved information program.

It was recently announced that " the Ontario Government will conduct studies in and around Lake Superior Provincial Park to determine what furtner tourist attractions can be developed" (Times News,January 6,1985).

The major objectives of the proposed feasibility study are:

- to identify tourist services, which would make Lake Superior more appealing to existing markets and new potential markets consistent with the park objectives as expressed in the Lake Superior Park Master Plan: and,

- to undertake a detailed feasibility study for a tourist lodge/service centre in Lake Superior Park consistent with the findings of the previous objective.

This study will be completed in three parts: Phase 1 Resources and Market Analysis, II Assessment of Commercial Accomodation Needs and III Supporting commercial Activities within Lake Superior Provincial Park (M.N.R., October 1985). Phase 1 was initiated in November 1985.

3.4.4.1.2 Obatanga Provincial Park (Natural Environment)

Obatanga Provincial Park is located inland from Lake Superior on Highway #17. The Park was established in 1958 to meet an anticipated demand for outdoor recreational resources with the completion of Highway #17 and became operational in 1962.

Obatanga contains 9,409 hectares of southern boreal habitat on a representative area of eroded Canadian shield. A thin mantle of till, lacustrine deposits, esker segments, drainage channels and scattered erratics remain as evidence of glaciation.

Clear cutting of wood fibre occurred on the northwestern area of Obatanga. A major logging camp and haul road were established west of Highway #17 opposite the main campground entrance. Park boundaries were amended by regulation in 1967 to exclude timber resource extraction areas in the northwest corner of Obatanga. The logging camp remains within the Park; the haul road is used to provide access to a canoe route on the University River within Obatanga Park (M.N.R., 1982). The Park's attractions include sand beaches, excellent pike and pickerel fishing, camping in an open jackpine stand and backcountry canoeing/camping opportunities.

The Wawa District Land Use Plan (M.N.R., 1982) summarizes the Park's role as follows:

Goal	- To provide camping and related recreational experiences to visitors in a boreal forest setting on the Trans-Canada Route.
Regional Function	- A camping stopover for Highway travellers and a weekend camping area for Wawa and Sault Ste. Marie area residents.
Themes	- The "boreal infinity", park operation and management and fire control.
Level of Service	- To provide during the summer season visitor services programming consisting mainly of interpretation and recreation activities and to maintain the existing high level of camping services and facilities.

3.4.4.1.3 White Lake Provincial Park (Recreation)

White Lake Provincial Park was established to meet the anticipated demand by Trans-Canada Highway travellers for camping and outdoor recreation facilities (M.N.R.,1982). The park, which encompasses 1726 hectares of land and water was designated in 1963.

Visitors are attracted to White Lake for its excellent sand beaches and associated lake based recreational activities, tremendous pike and pickerel fishing opportunities and the short hiking trails. The large day use area includes a children's playground with a fitness trail nearby. Programs are designed to encourage a longer length of stay and attract the local residents (i.e. annual fish fry).

White Lake's role in the Provincial Park system is outlined in the "Wawa District Land Use Plan (M.N.R.,1982).

Goal	- To provide an opportunity for quality recreational camping in association with other compatible recreational activities.
Regional Function	- A camping facility for highway travellers that offers a variety of participatory activities - chiefly good boating canoeing, swimming and fishing. Sport fishing is identified as a key activity and special facilities and visitor services programming will be provided to enhance this activity.
Themes	- Sport fishing, boating and camping - Ecological conditions related to fishing - Ministry of Natural Resources programs related to fishing - Playgrounds and children's programming.
Level of Service	- To provide during the summer season visitor services programming catering to the recreational fishing public via provision of facilities and information, to relate to the public various fish and wildlife activities and to maintain the existing high number and high level of camping services and facilities.

In addition, this Park has an obvious role as a nodal point, camping centre or jumping off point for use of the crown land hunting and fishing resources in White Lake and the Shabotik area immediately east and north of the Park.

White Lake Provincial Park completed a Marketing Plan in 1980 (Valks,1980) which emphasized the need to draw additional people off the Highway #17 corridor and hold them longer, to improve staff training, communications with the private sector and to upgrade the present Park facilities and services. A secondary objective identified was to promote backcountry use through co-operative endeavours with Pukaskwa (ie. White River Canoe Trip).

3.4.4.2 Terrace Bay District

Within the Terrace Bay District there are four Provincial Parks: Neys, Rainbow Falls, Channel Nature Reserve and Slate Islands which is presently in the planning stages (M.N.R.,1985). For the purposes of this report, only Neys will be discussed in detail as it is felt that this Park has the most significant impact on Pukaskwa and vice versa.

3.4.4.2.1 Neys Provincial Park (Natural Environment)

Located on the rugged north shore of Lake Superior, Neys Provincial Park, established in 1977, incorporates the entire Coldwell Peninsula (3260 hectares). The peninsula offers outstanding potential for recreational activities such as hiking and viewing. Car camping and day use recreational facilities are provided for the predominant users of the Park - campers travelling Highway #17. Recent user statistics indicate a low incidence of both local and destination use. The Neys Provincial Park Master Plan (M.N.R.,1977) identifies a wilderness zone which encompasses the whole of the Coldwell Peninsula. This zone will provide for a system of hiking trails with interior campsites.

3.4.4.3 Provincial Park Statistics

As illustrated in Table 5 only Lake Superior shows consistent increases in their Park attendance. This may be a result of the implementation of their marketing plan discussed in section 3.4.4.1.1. Peter Stinnesen, Acting Park Superintendent, suggests that the increase in visitor numbers may partly be a result of new reporting of visitor statistics for the backcountry (Stinnesen,1985). Both Neys and Obatanga have experienced decreases in attendance, again this may be a refection of decreased traffic volumes as both parks attract the Highway #17 travellers. The increase in camper nights at White Lake are due to the use of the Park for accommodation by construction workers from the Hemlo site. It is hard to evaluate the effectiveness of their market plan because of Hemlo.

Table 5: Annual Attendance at Four Provincial Parks 1981 - 1984

Park	No. of Visitors (000's) 1981	1982	1983	1984	Average Annual Percent Change 1983 - 1984
Neys	30.4	22.3	22.5	21.2	- 10.1
White Lake	33.4	28.9	33.9	51.1	17.7
Obatanga	18.8	15.9	15.9	14.3	- 8.0
Lake Superior	175.7	200.9	203.9	227.2	9.8

TABLE 6: PROVINCIAL PARK CAMPGROUND OCCUPANCY AND LENGTH OF STAY, 1983-1984

PARK	NO. OF CAMPSITES	JULY - AUGUST % OCCUPANY		AVERAGE LENGTH OF STAY IN NIGHTS	
		83	84	83	84
Neys	146	61	78	1.4	1.4
White Lake	187	70	82	1.6	1.6
Obatanga	132	52	48	1.6	1.6
Lake Superior	282	53	48	1.4	1.4

3.4.4.4 Park Surveys

Ontario Provincial Parks are selectively surveyed each year to determine the ages, origins, activities and preferences of campers and day users. Surveys were completed in Neys, Obatanga and White Lake in 1982. Lake Superior has not been surveyed since 1979, so it was decided to look at information from Sibley (1983 survey) because of the similar experiences offered as a natural environment park and its geographic location (similar distance to Pukaskwa off Highway #17).

Camping Role

Table 7 indicates the camping role that each park plays. Neys, Obatanga and White Lake are primarily stopovers - travellers off Highway #17, while Sibley is a main destination park.

The Thunder Bay area generates by far the greatest number of visitors to Sibley (74% of day-use visitors and 45% of campers) (Marshall Macklin Monagan,1983-1984).

TABLE 7: CAMPING ROLE OF PARK

%	Main Destination	One of Several Destinations	Stopover
Neys	7.5	29.4	63.1
Obatanga	12.2	22.9	64.9
White Lake	9.3	22.6	68.1
Sibley	51.7	32.3	16.0

Neys, Obatanga and White Lake are attracting primarily first time visitors as a result of their role as a stopover (Table 8). Subsequently the length of time visitors spend at these parks is low - 50% of the dayusers stay between 31 and 120 minutes, and over 69% of the campers spend one night in the park. Sibley, being a destination park has a high percentage of repeat visitors.

TABLE 8: PREVIOUS VISIT TO THE PARK

%	Day User		Camper	
	Yes	No	Yes	No
Neys	23.3	76.7	24.8	75.2
Obatanga	15.5	84.5	21.3	78.7
White Lake	30.6	69.4	19.5	80.5
Sibley	57.0	28.9	51.9	48.1

The greatest percentage of visitors to Neys and White Lake are from North Central Region (west of Hattie Cove). Obatanga attracts visitors from Central Region 29.6%. 76.5% of visitors to Sibley are from North Central Region in which it is located. Of particular significance is the high percentage of campers from border states: Neys 23.3%, Obatanga 21.2% and White Lake 21.5%.

TABLE 9: CHARACTERISTICS OF CAMPERS

Type of Party	Family	Couple	Group	Friend	Single	Other
Neys	47.1	43.6	0	4.9	2.0	2.4
Obatanga	50.9	38.9	0.1	5.0	2.8	2.2
White Lake	56.0	37.5	0.6	3.4	1.9	0.6
Sibley 83	47.4	35.7	1.2	11.1	3.1	1.5
Overall 82	52.1	34.6	0.4	8.5	2.4	2.0

Party Size %	1	2	3	4	5	6	7	8	Average
Neys	2.0	47.2	12.8	23.6	7.2	2.8	2.0	2.2	3.2
Obatanga	2.8	44.2	14.9	22.6	9.5	3.7	1.1.	1.2	3.2
White Lake	1.9	39.7	13.5	26.6	9.9	4.5	1.6	2.2	3.4
Sibley 83	2.8	43.5	11.2	21.1	11.8	6.2	1.9	1.6	3.3
Overall 82	2.3	38.6	13.3	25.4	10.3	5.1	1.8	3.2	3.5

All four parks are attracting the family and couple groupings (80%) with a party size of 2 to 4 persons.

Henry Valks, Superintendent of White Lake Provincial Park, estimates that 20% of the Park camping use originates from Marathon and Manitouwadge (50-50 split). Obatanga's use from Wawa and White River is 5% or less (Valks, December 13, 1985). John McGrath, Superintendent of Neys Provincial Park, estimates that local use makes up 10% of their visitation (5% from Marathon and 5% from Schreiber, Terrace Bay and Manitouwadge combined (McGrath,December, 1985).

The majority of day users at Neys, Obatanga and White Lake indicated that they did not use any accomodation for their trip and over 75% made the decision to visit the park less than 24 hours in advance, which suggests a high level of local day use. White Lake estimates that 45% of their day use is local (Marathon 20%, Manitouwadge 20% and White River 5%) (Valks,December 13,1985). No estimates are available for the other parks.

TABLE 10: TOP 5 ACTIVITIES MOST PARTICIPATED IN
(in order with #1 the highest participation rate)

	Day Users					Campers				
	1	2	3	4	5	1	2	3	4	5
Neys	Picnic	Walk	Relax	View	Swim	Walk	Relax	View	Non-guided hikes	Staff presentation
Obatanga	Picnic	Relax	Swim	Walk	Photo	Relax	View	Fish	Swim	Non-Guided Hikes
White Lake	Picnic	Relax	Swim	Walk	Sun Bathe	Relax	Walk	Fish	Swim	Non-Guided Hikes
Sibley	Swim	Relax	Picnic	Sun Bathe	Casual Play	Relax	Walk	Swim	View	Sun bathe

The enroute day user, whose length of stay is approximately ½ - 2 hrs, participates primarily in activities such as picknicking, relaxing and swimming. The camper similarily relaxes and swims but also takes more time to participate in lengthier activities such as fishing and non-guided walks (Table 10).

TABLE 11: Top 3 Activities That Would Encourage Off Season Use in Provincial Parks

	Day Users			Campers		
	1	2	3	1	2	3
Neys	Cross country Ski	Sightsee	Camp	Cross country Snowshoe	Winter Camping	Hiking
Obatanga	Cross country Ski	Fish	Cross country Snowshoe	Cross country Ski	None	Other
White Lake	Cross country Ski	Fish	Hike Walk	Cross country Ski	Other	Cross country Snowshoe

For the day user in all cases over 43% stated that cross country skiing would encourage off season use.

3.4.5 Summary

1) There is no wilderness provincial park in the region or tourism destination area.

2) There is a lack of available information on private campgrounds in the region. Existing information suggests a decrease in level of use for 1985. This may be attributed to poor weather and/or decreased traffic flow on Highway #17.

3) Annual attendance at Neys and Obatanga Provincial Park during 1981-1984 has decreased.

4) Neys, Obatanga and White Lake play similiar roles as stopover provincial parks on Highway #17. For campers the apparent roles are 10% main destination, 25% one of several destinations and 65% stopover. Sibley, on the other hand, is a main destination park (51%) which precludes it from trends of the Highway #17 travellers and therefore requires no further analysis.

5) Neys, Obatanga and White Lake are attracting approximately 70% first time day users and campers as a result of their role as enroute stopovers. Approximately 50% of the day users stay between ½ - 2 hrs. and approx. 69% of the campers spend only one night in the park.

6) The "family" and "couple" user groups make up at least 80% of all parties with the family the largest.

7) Most parties are made up of 2 persons followed by 4 persons.

8) Day user and camper origin by Ministry of Natural Resources regions idicates a high percentage in all cases from Central Region with the following approximate breakdowns by park:

Neys - Central (17%), North Central (18%)
Obatanga - Central (29%), North Eastern (9%)
White Lake - Central (18%), North Central (25%)

Of particular significance is the high percentage of visitors from border states i.e. Neys 19%, Obatanga 21% and White Lake 17%.

9) Over 75% of the dayusers at Neys, Obatanga and White Lake made the decision to visit the park less than 24 hrs. prior to the visit. The lack of pre-trip planning indicates the importance of outside factors, i.e. weather, distance to park, and advertising at Chamber of Commerce Information Booths.

10) The large percentage of day users at Neys, Obatanga and White Lake that did not use any accomodation for their trip indicates the high local use these parks are obtaining. White Lake estimates that 45 of its day users and 20% of its campers are local, while Neys feels that local use makes up 10% of its visitors. It is also interesting to note that the second most used accomodation was hotel/motels.

11) Activities most participated in by day users, in order of participation rates, included picnicking, relaxing, swimming, walking, sunbathing, viewing, photography and casual playing. Similarily participation rates in activities for campers in order included: relaxing, walking, viewing, fishing, swimming, selfguided hiking, attending staff presentations and sunbathing.

12) With the exception of campers at Neys, cross country skiing was selected as the activity that would most encourage off season use in provincial parks.

13) Percent occupancy rates for local Provincial Parks are as follows:

	1983	1984
Neys	61	78
White Lake	70	82
Obatanga	52	48
Lake Superior	53	48
Sibley	53	-

"The highest ratings in Northern Ontario were reported by parks close to major highways and offering high quality resources and facilities. One of the highest ratings in Ontario was experienced by Killarney in the Northeast Region (95%) which, although relatively far from the main highway, has established an international reputation for wildernesses experiences." (Marshall Macklin Monoghan, 1983 - 1984).

Also close to major centres

14) The Sibley Provincial Park Tourism Development Study (1983-84), was completed for the Ministry of Natural Resources by the consulting firm of Marshall Macklin Monaghan. Recommmendations as to the most appropriate and benificial form of development both within or adjacent to the Park will be released to the public through Open Houses scheduled for the summer of 1986 (Bretschneider,1986). One aspect of the study of interest to Pukaskwa is the examination of the characteristics of existing markets, tourism trends, and resource opportunities.

TABLE 17: Provincial Park Statistics (1984)

PROVINCIAL PARKS	Classification	Area in Hectares	Visitors	Campers	Camper Nights	Campsites	Campsites Occupied	Average Length of Stay	Average Party Size	July/Aug. % Occupancy.
WEST ON #17										
Middle Falls	R	4	3,223	149	2,035	25	729	1.1	3.0	32%
Neys	NE	3,445	21,166	12,960	18,144	146	6,088	1.4	3.0	78%
Rainbow Falls	R	575	25,345	13,101	17,031	225	5,684	1.3	3.0	60%
Rossport (included in Rainbow Falls)	R									
Quiment Canyon										
Free day-use only	NR	777	31,377							
Sibley	NE	24,435	35,411	11,818	25,980	200	7,489	2.2	3.3	48%
EAST ON #17										
WHITE LAKE	R	1,726	51,105	25,915	41,512	187	12,844	1.6	3.3	82%
OBATANGA	NE	9,409	14,305	8,469	13,551	132	4,517	1.6	3.0	48%
Lake Superior	NE	155,659	227,216	30,106	32,112	282	10,336	1.4	3.0	48%
Lake Superior Interiors			10,036		10,036					
Pancake Bay	R	490	53,195	27,224	46,248	388	13,943	1.7	3.2	54%
Batchawana Bay	R	169	33,021							
Free day-use only										
ON #11										
Kushimimi Lake	R	5,294	15,827	3,548	12,744	45	3,383	3.6	3.3	99%
LAKE NIPIGON NE	NE	1,488	4,440	2,474	3,711	86	1,237	1.5	3.0	26%
MacLeod R.	R	74	15,204	3,563	11,046	85	2,992	3.1	3.6	45%
Klotz Lake	R	119	1,357	1,044	1,357	30	422	1.3	3.1	21%
(=631 to White R)										
Nagagamisis	NE	8,131	11,967	2,759	10,760	165	3,088	3.9	3.4	35%

PARK	White Lake Provincial Park
DESCRIPTION	Recreation Park located inland on the southwestern edge of White Lake. Accessible from Highway # 17 and is 71 km. east of Marathon and 35 km west of White Lake.

SERVICES AND FACILITIES

General		
Comfort Stations	✓	
Laundromat	✓	
Showers	✓	
Picnicking	barbecue facilities, horseshoe pits and a rolley ball court wide open day use area	
Playground	creative children's playground	
VISITOR SERVICES		
Self guided Trails	1/ Deer Lake - 2.5 km 2/ Tiny Bog - 4 km 3/ Fitness trail - 500 m. jogging loop which connects exercise stations	
Interpretive Programs	Includes amphitheatre nights with films and singsongs, sports nights, children's programms and special events. ✓	
Visitor Centre	Contains displays on fishing and nature/ore	
Amphitheatre	Lit and outdoors.	

WATER RELATED			(2)
Sand Beach	Long shallow beaches with warm water. ✓	Boat Launch	✓
Change House	✓	Fish Cleaning Hut	✓
Camping			
Number of regular sites	175	Number of Interior Sites	
Number of electrical sites	10	Group Camping Available	✓
Woodlot	✓	Reservation System	✓

ACTIVITIES

Camping Semi-Services (S) / Primtive (P)	S	Sightseeing	✓
Hiking/Walking	✓	Swimming	✓
Backpacking		Boating	✓
Nature Observation	✓	Canoeing Day / Night	✓
Photography	✓	Sport Fishing	✓

Winter Use

Gate is closed and crosscountry skiing and snowshoeing are permitted.
No services provided.

PARK	Neys Provincial Park
DESCRIPTION	Natural Environment Park located off of Highway #17, 58 km. west of Terrace Bay and 26 km. east of Marathon. The park occupies the Coldwell Peninsula on the north shore of Lake Superior.

SERVICES AND FACILITIES

General		
Comfort Stations	✓	
Laundromat	✓	
Showers	✓	
Picnicking	2 picnic areas on the beach of Lake Superior, grills and washroom facilities available.	
Playground		
VISITOR SERVICES		
Self guided Trails	1/ Dune Trail 1 km. 2/ Lookout Trail - 2 km. coastal trail 3/ Point Hiking Trail - under development, lead to a hill in interior	
Interpretive Programs	Includes organized hikes and evening programmes.	
Visitor Centre	✓	
Amphitheatre	Use the Visitor Centre as an indoor amphitheatre.	

WATER RELATED			
Sand Beach (Most outstanding attraction (2km)	✓	Boat Launch (at Little Pic R.)	✓
Change House		Fish Cleaning Hut	
Camping			
Number of regular sites	119	Number of Interior Sites	
Number of electrical sites	27	Group Camping Available	
Woodlot	✓	Reservation System	✓

ACTIVITIES

Camping (Semi-Services (S) Primitive (P))		Sightseeing	✓
Hiking/Walking	✓	Swimming (in Lake Superior)	✓
Backpacking		Boating (on Lake Superior)	✓
Nature Observation	✓	Canoeing on Lake Superior (Day / Overnight)	✓
Photography	✓	Sport Fishing	

Winter Use

Gate is closed but snowmobiling, crosscountry skiing and snowshoeing are permitted.

PARK	Obatanga Provincial Park
DESCRIPTION	Natural Environment park located on Highway #17, 37 km. west of White River and 56 km. east of Wawa. The park contains approx. 100 km2 of wilderness and 32 inland lakes connected by a system of waterways.

SERVICES AND FACILITIES

General		
Comfort Stations	✓	
Laundromat	✓	
Showers	✓	
Picnicking		
Playground		
VISITOR SERVICES		
Self guided Trails	1/ 4.5 km hiking trail with a shorter 2.8 km loop. No trails in the interior.	
Interpretive Programs	Evening film and slick shows and sing-alongs. ✓	
Visitor Centre	✓	
Amphitheatre	Outdoor	

WATER RELATED			
Sand Beach	✓	Boat Launch	✓
Change House	✓	Fish Cleaning Hut	
Camping			
Number of regular sites	92	Number of Interior Sites	20
Number of electrical sites	20	Group Camping Available	
Woodlot		Reservation System	

ACTIVITIES

Camping Semi-Services (S) Primitive (P)	✓	Sightseeing	✓
Hiking/Walking	✓	Swimming	✓
Backpacking		Boating Motor boating on main lake, Burnfield L.	✓
Nature Observation		Canoeing Interior accessible only by canoe... Day ✓ Overnight ✓	
Photography		Sport Fishing	✓

Winter Use

Park gate is closed. No services are provided but visitors may enter the park for snowmobiling, snowshoeing and cross country skiing.

PARK	Maple Leaf Campgrounds
DESCRIPTION	Private campground with a man made pond located on Highway #17, 34 km. west of Nipigon and 84 km. East of Thunder Bay.

SERVICES AND FACILITIES

General		
Comfort Stations	✓	
Laundromat		
Showers	✓	
Picnicking		
Playground	✓	
VISITOR SERVICES		
Self guided Trails		
Interpretive Programs		
Visitor Centre		
Amphitheatre		

WATER RELATED			
Sand Beach		Boat Launch	
Change House		Fish Cleaning Hut	
Camping			
Number of regular sites	13	Number of Interior Sites	
Number of electrical sites	21	Group Camping Available	
Woodlot (Wood chopped with price of camping fee.)	✓	Reservation System	✓

ACTIVITIES

Camping (Semi-Services (S) Primitive (P))		Sightseeing	
Hiking/Walking		Swimming	
Backpacking		Boating	
Nature Observation		Canoeing (Day / Overnight)	
Photography		Sport Fishing	

Winter Use

None

Other - Grocery/Souvenir Store

PARK	Penn Lake Park
DESCRIPTION	Private campground with a small lake located adjacent to the new Penn Lake Flatt Subdivision only 2 km from the centre of Marathon.

SERVICES AND FACILITIES

General					
Comfort Stations	✓				
Laundromat					
Showers	✓				
Picnicking	✓				
Playground	✓				
VISITOR SERVICES					
Self guided Trails	✓				
Interpretive Programs					
Visitor Centre					
Amphitheatre					
WATER RELATED					
Sand Beach	✓		Boat Launch		
Change House	✓		Fish Cleaning Hut		
Camping					
Number of regular sites	28		Number of Interior Sites		
Number of electrical sites	24		Group Camping Available		
Woodlot	✓		Reservation System		
ACTIVITIES					
Camping Semi-Services (S) Primitive (P)	✓		Sightseeing		✓
Hiking/Walking	✓		Swimming		✓
Backpacking			Boating (not motorized)		✓
Nature Observation	✓		Canoeing Day / Overnight		✓
Photography	✓		Sport Fishing		✓

Winter Use

In the winter the gate is closed and no services are available. The public, however, frequent park for cross country skiing, ice fishing and snowmobiling. (pers.comm.park owner Rick Wilson)

PARK	Stillwater Tent-Trailer Park
DESCRIPTION	Private campground located at the junction of Highway #17 and #11, 117 km. east of Thunder Bay and 5 km. west of Nipigon.

SERVICES AND FACILITIES

General		
Comfort Stations	✓	
Laundromat		
Showers	✓	
Picnicking	✓	Horseshoe Pit
Souvenir Store	✓	Amethyst rock shop
Playground	✓	
VISITOR SERVICES		
Self guided Trails		
Interpretive Programs		
Visitor Centre		
Amphitheatre		

WATER RELATED			
Sand Beach	✓	Boat Launch	
Change House		Fish Cleaning Hut	
Camping			
Number of regular sites	77	Number of Interior Sites	
Number of electrical sites	70	Group Camping Available	
Woodlot		Reservation System	

ACTIVITIES

Camping Semi-Services (S) Primtive (P)		Sightseeing	✓
Hiking/Walking		Swimming	✓
Backpacking		Boating	
Nature Observation	✓	Canoeing Day Overnight	
Photography	✓	Sport Fishing	✓

Winter Use

None

Other - 20 campsites are full service with sewer hookups,
- small mineral display for viewing.

Appendix 9

Recreational Boating

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Process (V.A.M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

3.6 RECREATIONAL BOATING

3.6.1 Introduction

Pukaskwa National Park, located on the northern half of Lake Superior's east shore, lends itself to use by recreational boaters. The Park has recognized and addressed this in the Park Management Plan (1982).

> "Given the expected use of the Park's shoreline by small craft and the private water taxi service, a Boater Access Plan will be prepared. This plan will establish which harbours are suitable for use by such craft, in relation to environmental sensitivity, safety and proximity to visitor facilities (e.g. coastal trail, campsites). The Plan will also determine the type of facilities, for example, mooring buoys, docks etc., which should be established in each location."

The Park shoreline is part of a 180 km stretch from Marathon to Michipicoten in which the only road access is at the Pic River, west of the Park Boundary. Consequently, the area is noted to be one of the most remote and challenging areas of the lake to cruise (Dahl,1983).

3.6.2. Recreation Boaters

The Thunder Bay Yacht Club User Survey (Clark,1985) indicates that recreation boaters are primarily sailboaters (75%) and motor boaters (25%) with an average of 10.7 years boating experience on Lake Superior. Similarly the Lake Superior Recreation Study (Hedlin Menzies & Assoc.,1974) found that over half of the recreation boats were sailing crafts, either with or without auxillary engines. Cruisers with inboard motors averaged a greater number of overnight voyages while sailing crafts with motors took the fewest.

TABLE 16: NUMBER OF ROUND TRIPS LONGER THAN WEEKEND VOYAGE BY DISTANCE

	Number of Respondents	
24.6%	14	less than 57.7 miles
29.8	17	57.5 miles to 113 miles
15.8	9	114 miles to 171 miles
10.5	6	172 miles to 229 miles
19.3	11	over 229 miles
TOTAL	57	

(Clarke,1985)

Table 16 indicates that the majority of Thunder Bay boaters who took voyages longer than a weekend, travelled less than 113 miles. Hedlin Menzies & Associates found that for longer than weekend trips, the majority of Thunder Bay boaters ranged about 100 miles while U.S. boaters ranged upward of 200 miles. This information suggests that the average boater stays close to home port. Therefore, recreational boaters from Thunder Bay will range in an area from Pigeon River to the Slate Islands and Sault Ste. Marie boaters will travel up to the Pancake Bay area (Hedlin Menzies & Associates Ltd., 1974).

Secondary activities that boaters commonly participate in include swimming, diving, exploring by small boat on dinghy, hiking, fishing and entertainment (Clarke,1985).

3.6.3 Facilities and Services

Table 17 outlines the existing facilities and services available at marinas and government docks along the north shore of Lake Superior. Facilities and services are very scarce between Michipicoten Harbour and Marathon. In a presentation by the Thunder Bay Yacht Club (April 1984) it was pointed out that boating opportunities are limited along the north shore because:

1) There is only one reliable pumpout between Pigeon River and Sault Ste. Marie.

2) There is only one fuel dock between Pigeon River and Sault Ste. Marie.

3) Facilities for provisioning are non-existent between Thunder Bay and Sault Ste. Marie.

4) Garbage disposal facilities are non-existent except for Thunder Bay, Rossport and Sault Ste. Marie.

Thunder Bay has the only fully serviced marina between Pigeon River and Sault Ste. Marie. Otherwise gas, diesel and supplies are very difficult to obtain (Clarke,1985).

The lack of facilities is in sharp contrast to the marinas on the southern shore, many of which offer the basics of docking, fuel and pumpout every 30 miles. Both Clarke and Gordon Smedley (Smedley,1985) would like to see a pumpout and fuel supply at reasonable intervals.

Presently marinas in Nipigon, Rossport and Wawa (Buck's) are considering expanding their operations, however the extent of development is not presently known.

On the other side, there is a small portion of the boating population (about 5%) who feel that "there is enough developed boating areas around and that the north shore should be left alone" (Smedley,1985). This lack of facilities and services characterizes the Pukaskwa area as being wilderness with unique opportunities to view the diverse topography, abundant wildlife and spectacular headlands (Clarke,1985).

TABLE 1? RECREATIONAL BOATING SERVICES AND FACILITIES
AVAILABLE ON THE NORTH SHORE OF LAKE SUPERIOR

a. ina	# of Slips	Pump Out	Fuel Avail.	Repairs	Marine Supplies	Storage	Rest Rooms	Showers	Water	Electricity		
ULT STE MARIE												
vue	60	*	*				*		*	*		
day Inn	10								*	*		
ma Marina	30								*	*		
Street	125	*	*				*	*	*	*		
ga Sailing Club	10	*					*	*	*	*		
RUX PINS												
ey Marine	6					*				*		
IS BAY												
ernment Dock	3											
EWANA BAY												
ment Dock	3											
harbour	4		*									
aumee	10	(facilities unknown)										
MAINSE HARBOUR												
ment Dock	2											
NTREAL RIVER												
	Unknown	*										
AIR COVE												
ernment Dock	4											
k	24	*	*	*	*	Outside	*		*	*	expanding in future extent	
s												
ina												
nt Dock					*							
ault												
nt Dock	10	*										
R BAY												
tips Boat Yard	3			*		*						
Arthur Landing	250	*	*			*	*	*	*	*		
ellar	12			*		*	*					
Bay Yacht Club	65	*					*					

Bonnie Dahl in The Superior Way: A Cruising Guide to Lake Superior (1983) states that the lack of marine facilities necessitates that boaters be self sufficient with well stocked groceries, replacement parts and fuel, electrically independent for long periods of time, and must have the ability to anchor in many different ways. Boaters are warned of the cold waters, cold evenings, hazardous shoals and unpredictable nature of Lake Superior. Navigation problems are common with the prevalence of fog and magnetic disturbance. Similarily, Smedley states:

> "The lack of fuel prohibits most power boats from the area and it is well known that facilities are non-existent, so expectations are not high in this regard. Those who do travel the north shore do so usually because of the wilderness, and are searching for unspoilt and underpopulated cruising grounds. Most are well prepared and quite self-sufficient." (November 15, 1985).

The exact number of small boats used on Lake Superior is not known as no specific data regarding such usage is available. The small boat owner survey (Hedlin Menzies and Associates,1974) indicated that over one-fifth of local residents did not use Lake Superior because of the lack of launching facilities or the the common occurrence of water being too rough for smallcraft. No updated statistics are available. For Marathon residents, there are presently two boat launches used to access Lake Superior - Cummings Beach and Mouth of the Pic River, however both launches are not maintained and in poor condition.

3.6.4 Level of Use

There are no recent studies which indicate the existing level of use on the north shore of Lake Superior for recreation boating. However, there are approximately 3,500 boats between Grand Marais, Minnesota, Duluth, and Apostle Island, and an increasing number of boats, both power and sail, cruise to Lake Superior from distant parts (Clarke, Nov.26,1985).

The Thunder Bay Yacht Club (April, 1984) suggested that:

1) An increasing number of non-residents maintain boats on Lake Superior and

2) With the return of the Lake Trout and the increase in population of salmon the number of small boats for sport fishing is rapidly increasing.

Smedley (November,1985) suggested from his own personal experience, that in the Sault Ste.Marie area "on average over the past 5 years, 2 power boats and 4 sailboats from the Sault Ste. Marie sail north of Batchawana Bay. At each ofthe other harbours there are usually 2 or 3 American boats, almost exclusively sail.

3.6.5 Summary

1) The Pukaskwa coast is one of the most remote and challenging areas of the Lake as there is no road access between the Pic River and Michipicoten Harbour.

2) Thunder Bay Yacht Club completed a user survey in 1985. Findings included:

- sailboaters 75%, motorboaters 25%
- boating experience on Lake Superior averaged 10.7 years
- over 50% of those surveyed travelled less than 113 miles on a longer than weekend trip while 19.3% travelled over 229 miles.

3) Boating opportunities are limited along the north shore because Thunder Bay has the only fully serviced marina between Pigeon River and Sault Ste. Marie (ie. reliable pumpout, fuel dock, garbage disposal, facilities for provisioning).

4) Nipigon, Rossport and Duck's marina in Wawa are conducting feasibility studies to determine if and to what extent expansion of their present facilities is required.

5) The lack of services and facilities in the Pukaskwa area characterizes it as being wilderness and those who travel the north shore do so because of the wilderness. Most are well prepared and self sufficient.

6) The number of large boats using the Pukaskwa shoreline is unknown as they do not register in and out with the Park.

7) The exact number of small boats using the shoreline in unknown, however Park Registration statistics indicates that boating has decreased from 57 parties in 1983 to 37 parties in 1985. (Poor weather in 1985 may account for this decrease).

8) An increasing number of non-residents maintain boats on Lake Superior and with the return of the Lake Trout and the increase in population of salmon, the number of small boats for sport fishing is rapidly increasing.

Appendix 10

Tourism Promotion

this appendix consists
of excerpts taken from

Visitor Activity Management Process (V.A.M.P.)
provide by Pukaskwa National Park, Environment Canada, Parks

3.5 TOURISM PROMOTION

3.5.1 INTRODUCTION

Over the past few years tourism marketing and strategies have taken a leading role in the tourism industry.

The Park Management Plan (1982) recognized that Pukaskwa should be considered a tourist attraction within its Region and Tourism Destination Area. Section 3.8.3.2 states that:

> Pukaskwa National Park is one of many tourist attractions along the Lake Superior shoreline. By protecting significant resources, Pukaskwa National Park is providing an attraction to tourists. The Park will continue to contribute to regional tourism.

Various agencies, organizations, communities and individuals are now working together to promote tourism within the Lake Superior area realizing the economic importance of the industry and the myriad of natural and cultural resources available. Most important is the emphasis now placed on marketing studies to assist in understanding the actual and potential visitor and his/her needs and expectations, and the resulting strategies developed by these organizations.

The Province of Ontario is divided into twelve Travel Associations, six in Northern Ontario and six in Southern Ontario. These tourism associations are partly funded by the Province of Ontario but also rely on membership fees and co-operative ventures. The primary objective of these travel associations is to promote and market tourism for their region. North of Superior Travel Association (N.O.S.T.A.) covers the Lake Superior area west of White River, and Algoma Kinniwabi Travel Association (A.K.T.A.) covers the area east.

3.5.2 North of Superior Travel Area

3.5.2.1 North of Superior Travel Association

One of the North of Superior Travel Association's (N.O.S.T.A.) major non-profit projects is to promote tourism along the Lake Superior Circle Tour, working in co-operation with various organizations throughout the circle tour. This 2166 km. (1300 mi.) trip includes parts of Ontario, Minnesota, Wisconsin and Michigan. One hundred and twenty-five thousand copies of the travel guide are distributed annually providing visitors with information on the description and location of attractions, information booths, hotels and motels, and other services (Map 2).

Other N.O.S.T.A. initiatives include attending travel marketplaces and sportsman shows; circle tour highway signs, promotional slide presentations and border crossing and circle tour surveys.

In 1985 visitor studies were completed at the Pigeon River border crossing by N.O.S.T.A. During the months of July and August in 1985 over 98,000 people entered Canada at Pigeon River, approximately 70,000 of which were Americans. It is interesting to note that the number of Americans entering Canada has increased by 1.7%, while Canadian entry has decreased by 3.8% (N.O.S.T.A.,1985).

Table 13 indicates that of those visitors using the Information Centre at Pigeon River, 44% were Americans and 51% were Canadians. Forty two percent of the visitors stayed in hotel/motels, while 22% camped.

3.5.2.1.1 Lake Superior Circle Tour Survey

During the 1985 summer, a Circle Tour Survey was initiated by N.O.S.T.A. with surveys undertaken by N.O.S.T.A. at the Pigeon River Tourist Information Booth, Algoma Kinniwabi Travel Association (A.K.T.A.) at the Sault Ste. Marie border crossing and staff at the Marathon Tourist Information Booth. A summary of the major findings is presented in Table 14.

Both N.O.S.T.A. and A.K.T.A. interviewed a high percentage of Americans (68.7 and 83.9% respectively) while Marathon found a 60:40 Canadian:American ratio. The average party size was 1-2 persons (approximately 55%) while 3-4 person comprised approximately 32% of the visitors. It is interesting to note that both Marathon and A.K.T.A. found a high percent of visitors using motels (59% and 55.5% respectively) while N.O.S.T.A. found the accomodation more dispersed. (36.4% used motels). An average of 34.2% (from all three surveys) used campgrounds.

By looking at where the visitors stayed, one is able to get a general idea of their travel patterns. Of the 983 persons interviewed by N.O.S.T.A., 43% stayed in Thunder Bay while 17% travelled east (2.6% stayed in the Soo). Of the 2064 persons interviewed by A.K.T.A., 37.7% remained in Sault Ste. Marie while 17% travelled west (1.5% stayed in Thunder Bay).

This data suggests that of the more than 98,000 people entering Canada at Pigeon River during July and August, only 17,000 travelled part or all of the circle tour in Canada.

N.O.S.T.A. is planning on continuing the circle tour survey in 1986 (McCreadie,1986).

3.5.2.2 Thunder Bay

The city of Thunder Bay lies within the North of Superior Travel Area. Tourism Thunder Bay is the umbrella association which has representatives from all tourism related groups in the community including federal, provincial and local governments private sector, N.O.S.T.A. etc. The established goals and objectives of this association are to:

TABLE 13: VISITOR QUESTIONNAIRE ANALYSIS 1985
Pigeon River Border Crossing

May 13 - September 30, 1985: 46,353 persons using Information Centre Facilities

Origin:

United States		Canada		Other Countries	
Minnesota	17%	Ontario	35%		5%
Wisconsin	6%	Eastern Provinces	3%		
Michigan	4%	Manitoba	5%		
Other States	17%	Western Provinces	8%		
TOTAL	44%	TOTAL	51%	TOTAL	5%

Questionnaires Revealed the Following:

Accomodations		General Interests		Heard of Thunder Bay Through	
Hotel	19%	Scenery	63%	Newspaper/Magazine	10%
Motel	23%	Shopping	15%	Radio/TV	6%
Trailer	5%	Rock Hunting	7%	Government Info Office	19%
Camper	10%	Fishing	5%	Previous Visitors	35%
Tent	7%	Hunting	4%	Auto Association	8%
Friends/Relatives	7%	Visiting Friends/ Relatives	11%	Highway Billboard Signs (motorists who travelled Hwys. 61 and 1 - 35)	24.8%
Other	9%	Other	13%		

Comparison with 1984 Season:

May 14 - September 30, 1984	44,367 Visitors
May 13 - September 30, 1985	46,353 Visitors
Increase	1,986 or 4%

(N.O.S.T.A., 1985)

TABLE 14: SUMMARY LAKE SUPERIOR CIRCLE TOUR SURVEY

	Where did you come from?							Average Party Size			Type of Accommodation Used				Where they stayed.						Number Familiar With Circle Tour			Number on On Circle Tour		
	CANADA	U.S.A	ONTARIO	OTHER CANADA	MICHIGAN	WISCONSIN	OTHER U.S.A.		1 - 2	3 - 4	≥ 5	MOTEL	CAMPGROUND	FRIENDS/RELATIVES	OTHER	SAULT STE MARIE	THUNDER BAY	17 E	17 W	U.S.A	UNSURE	YES	NO	OTHER	YES	NO	OTHER
U.S.I.A.	26%	68.7	N/A	N/A	N/A	N/A	N/A		56	31	12.5	21.7	36.4	25.4	16.5	2.6	43.2	14.4	14.2	15.2	10.4	59	32.6	8.4	20.5	32.7	46.8
ATHON	60	39.2	65.2	34.8	42.5	23	34.5		N/A	N/A	N/A	59	38	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
.I.A.	14%	83.5	86.7	13.3	26.7	16.4	56.5		63.8	34.7	11.5	55.5	28.3	6.8	9.4	37.7	1.5	14.6	15.5	21.5	8.8	38.1	61.9		16.3	83.7	

1. Create a body called Tourism Thunder Bay, with appropriate membership.

2. Co-ordinate the aims of the membership in promoting tourism in Thunder Bay.

3. Create community awareness - (a) of the benefits of tourism to the community at large; and (b) imagine awareness.

4. Aid and protect members by monitoring all levels of government.

5. Co-operate in connection with all tourism and marketing promotional and research programs.

6. Monitor industry training needs.

7. Communicate, compile, and distribute information within the membership, as to what is happening in the industry.

8. Encourage and co-ordinate staging of all events and activities involving visitors to the City.

9. Assist all groups (sports, cultural, associations, etc.) in bidding for their events.

(Visitor and Convention Section,1985)

The city funds the Thunder Bay Visitor and Convention Department to promote tourism. Three information centres are operated by the Visitors and Convention Department with visitor information collected at each centre. Each year a Marketing Plan is produced by the department to review visitor patterns and trends within the city. Tourism Thunder Bay provides input into the report.

One of the department's goals outlined in the 1985 Marketing Plan is:

> "To ensure that the City of Thunder Bay continues to be the major destination for tourists and the preferred convention and sports event site in Northern Ontario."

(Visitors and Convention Section,1985)

It is interesting to note that the Lake Superior Circle Tour was one of the primary reasons for visiting Thunder Bay in 1984. Others wanted the opportunity to experience a trip to Canada and Thunder Bay, and visit Old Fort William (Visitors and Convention Section,1985). Tourist attractions in Thunder Bay are detailed in the "Circle Tour Travel Guide".

3.5.2.3 Marathon

The Marathon Tourist Information Booth is operated by the Township of Marathon in co-operation with N.O.S.T.A.

During the 1984 operating season, a total of 3551 visitors stopped in at the booth for information, maps etc., while in 1985, 3511 visitors were recorded.

3.5.3. Algoma Kinniwabi Travel Area

3.5.3.1 Visitor Statistics

Results of a survey conducted by the A.K.T.A. Information Booth in 1985 shows that of the 2244 persons surveyed 51.9% were Canadian, the majority (55%) from Ontario, and 47.3% were American (31.3% from Michigan). Groups of two (49.5%) and four (20%) persons were most common. Camping (45.5%) was the accomodation used most, followed by hotels/motels (45.3%). The main interest while travelling in the area was for sightseeing (65%).

3.5.3.2 Algoma Circle Tour Project

Of particular interest to tourism patterns on Higrway #17 is the proposed development of an Algoma Circle Tour from Sault Ste. Marie west to Wawa, north to Chapleau and east to Thessalon (Map 3). To date three studies have been prepared for the Ministry of Northern Affairs by Dr. G. Ewing and Dr.J. McLarty on the Algoma Circle Tour Poject (1983). Phase I of the study makes recommendations for the project based on an analysis of tourism patterns ie. level of use, interests and the regional transportation networks, attractions and existing facilities and services. Phase II, the design of the tour and image is based on a resource description and analysis of the region's geology, vegetation and hydrology, including a feature commentary. Phase III of the project recommends the beginning of the project's outgrowth including proposed brochure distribution, facility and infrastructure improvements, evaluation methods and the application of the circle tour concept in other areas of northeastern Ontario.

Of particular interest are the findings of the Phase I analysis on tourism patterns in the region including:

1. Tourists travel as individuals, families or small groups, they are essentially middle class and middle-aged and since tourism here is only one sector of the total economy, do not have a major impact on local life styles even though their presence is always recognized.

2. The majority of visitors are enroute elsewhere and are first time visitors. If he intends to visit; he arrives at his destination with only vague and incomplete mental images derived from conversations with friends or from examination of print or visual material.

3. The largest number of American visitors are from Michigan.

4. 30% of the visitors in 1980 were touring the countryside, vacationing at a cottage or resort, or passing through on the Lake Superior Circle Tour.

(Ewing,McLarty,1983)

At present the "Circle Algoma" tour publication is being prepared for printing to be distributed to information booths this spring (1986). Funding for highway signs have been identified for the 1986/87 fiscal year.

(D.Head,1986)

MAP: 3 CIRCLE TOUR APPLICATIONS IN NORTHEASTERN ONTARIO

3.5.3.3 Sault Ste. Marie

3.5.3.3.1 Hospitality and Travel Sault Ste. Marie

Similar to the Visitor and Convention Department in Thunder Bay, Hospitality and Travel Sault Ste. Marie (H.A.T.S.), plans, develops and co-ordinates the tourism industry in Sault Ste. Marie as it relates to vacation and business travellers, conventions, groups and tours. Its mandate as defined in the Tourism Strategy and Action Plan for Sault Ste. Marie (Economic Planning Group of Canada,1982) is:

1. To realize the potential of the city as a visitor destination and promote it accordingly;

2. To co-ordinate and increase the scope and quality of the efforts of Tourist Operators in their marketing and promotion activities;

3. To manage Visitor Information services;

4. To promote and encourage developments and facilities associated with the Tourism Industry.

3.5.3.3.2 Sault Ste. Marie Chamber of Commerce Tourism Survey

In 1985, 787 visitors were surveyed by the Sault Ste. Marie Chamber of commerce. Of those surveyed 82.9% were on vacation staying in motels (40.9%) and campground/trailer parks (33.4%). The attractions most often planned to visit were the Agawa Canyon tour and the Lock tours. It is interesting to note that over 50% enjoyed the scenery and attractions most during their travels through Northern Ontario. High gas prices was one of the major disappointments.

3.5.3.4 Agawa Canyon Tour Surveys

In 1985, 74.7% of the 5752 tourists surveyed were Americans - 35.4% from Michigan and 22.8% from Wisconsin. The majority (97%) of Canadians were from Ontario. Similar statistics were found in the 1984 and 1983 survey.

3.5.4 Other Tourism Surveys

The Ontario Recreation Survey: Tourism and Recreation Behavior of Ontario Residents (1976-79), an eight volume study was considered one of the most ambitious surveys ever undertaken in North America (Baxter,1980). A total of 73 recreational activities were profiled. The most popular activities applicable to Pukaskwa were swimming =1, recreational driving =2, picnicking =3, recreational walking =5, fishing =9, camping =17, hiking =18, and canoeing =23.

Residents in northern Ontario participate more in recreational activities than southern Ontario residents, especially fishing, cross country skiing, snowshoeing, motorboating, skidooing, and small game hunting. Thirty percent of northerners satisfy their recreational needs on crown land and more than 50% need not or will not travel more than 1½ hours to reach their destination for recreation - either day or overnight use.

3.5.5 Summary

1. Greater emphasis is now placed on marketing studies and strategies by various agencies, organizations and communities.

2. Two circle tours are presently being "pushed" within the T.D.A.
   i. Lake Superior Circle Tour: promoted by N.O.S.T.A. in cooperation with tourism related groups throughout the circle tour. Initiatives include a major publication on the tour, promotion through travel shows, slide presentations and circle tour highway signs. It is hoped that the highway signs will be in place every 10 miles along the tour by Summer 1986. A study on the tour was undertaken the summer of 1985 at the Pigeon River crossing, in Sault Ste. Marie, and in Marathon. This survey will be undertaken again in 1986.

   ii. "Circle Algoma" tour - a 3 phase study was recently completed on this circle tour for the Ministry of Northern Affairs. Publications to promote the tour will be printed by March 1986 and funds for highway signs have been identified for the 1986/87 fiscal year.

3. The number of Americans entering Canada at the Pigeon River crossing have increased by 1.7% while Canadian entry has decreased by 3.8%.

4. There are numerous organizations within the T.D.A. having tourism objectives complimentary to Pukaskwa including: North of Superior Travel Association, Tourism Thunder Bay, Hospitality and Tourism Sault Ste. Marie and Algoma Kinniwabi Travel Association who have recently/or are presently working on a market analysis to assist in tourism.

5. An average of all 1985 visitor surveys conducted in the T.D.A. (Table 15) indicates that 56.8% were from the United States with a large number from Michigan and Wisconsin, and 40.5% from Canada, the majority from Ontario, with a party size of 2-4 persons. 43.3% stayed in hotels/motels while 37.3% camped.

6. 34.7% of the visitors surveyed in Marathon were on the Lake Superior Circle Tour while only 16.3% of those surveyed in Sault Ste. Marie and 20.5% of those surveyed by N.O.S.T.A. were on the tour.

7. The survey information presented in this section represents only a sample of the material and information available. The Market Analysis in 1986/87 will further analyze this and other information available and compare to Pukaskwa's existing market.

TABLE 15: SUMMARY OF VISITOR STATISTICS 1985

	N.O.S.T.A. Info. Centres	Marathon Information Booth	A.K.T.A. Information Centre (S.S.M.)	A.K.T.A. Lake Superior Circle Tour	S.S.M. Chamber of Commerce	Algoma Canyon Tour	N.O.S.T.A. Lake Superior Circle Tour Survey	Average
Surveyed	46,353	222	2,744	2,064	787		883	5,572
gin								
ted States	44	39.1	47.3	83.9	40	74.7	68.7	56.8
ada	51	60.8	51.9	14.9	57	21.8	26.5	40.5
ty Size	-	-	2-4	2-4	2-4	-	2-4	2-4
ommodation Used otel/Motel	42	38	45.3	55.5	57.5	-	21.7	43.3
ampgrounds	22	59	45.5	28.3	32.7	-	36.4	37.3
n Circle Tour	-	34.7	-	16.3			20.5	

Appendix 11

Transportation

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Plan (V.A.M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

3.7 TRANSPORTATION

3.7.1 Introduction

Transportation influences and is influenced by land uses. Associated with the Hemlo development was the opening of an Airport in Marathon, providing for easier and faster service to major centres.

3.7.2 Services

3.7.2.1 Road

The Ministry of Transportation and Communications is responsible for the public road network - Trans Canada Highway (#17), secondary highways #626 which links #17 to Heron Bay and Pukaskwa, and #627 which links #17 to Marathon. The Ministry of Natural Resources is responsible for roads associated with their program ie. recreation or extraction under the Public Lands Act. Indirect access to Pukaskwa via the Umbata South Regan or Dubreville roads are the responsiblity of the M.N.R. (Map 4).

3.7.2.2 Air

Public airports are located in Marathon, Terrace Bay, Manitouwadge and the Township of Michipicoten - Wawa. The Marathon airport provides direct flights to Thunder Bay and Toronto.
Two privately licensed bases, White River Air in White River and Airdale in Wawa, provide charter services.

3.7.2.3 Railroad

Via rail connects Marathon to Toronto and Thunder Bay. Passengers can make arrangements to be dropped off or picked up in Heron Bay which is closer to the Park.

3.7.2.4 Bus

Greyhound Buslines connects Marathon with Sault Ste. Marie and Thunder Bay.

3.7.2.4 Boat

Charter boat services, available in Marathon (R.&L. Boat Charter Service) and Wawa (Buck's Marina) offer access into Pukaskwa via Lake Superior.

3.7.3 Surveys

One major influence on the recreation patterns and level of use at the Park is the traffic behavior on Highway #17.
One factor used in estimating visitor attendance for Pukaskwa was traffic volumes on the Trans Canada Highway (17). It was assumed that there would be 0% - 3% annual growth in Highway #17 traffic volumes, however as Table 18 illustrates there has been a decline in traffic flow on Highway #17 at #627 as well as on Highway #627.

TABLE 18: TRAFFIC VOLUMES - SUMS AVERAGE (TWO-WAY) DAILY TRAFFIC

	1981	1982	1983	1984
Highway #17 (#614-#627)			2450	
Highway #17 (at Hwy.#627)	4150	3350	3300	3250
Highway #627	420		410	400
Highway #11 (Cochrane to Geraldton)				1200

(Provincial Highway Traffic Volumes 1981-1984)

TABLE 19:. RECREATIONAL TRIP BY TYPE FROM O.-D. SURVEY

Location	Recreation Trips - Annual Average Daily Traffic										
	Rec. Other	Picnic	Camp	Cottage	Day Trip	Outdoor Sports	Indoor Sports	Touring	Enter-tainment	Total	% Of AADT
W. of White River on Hwy. #17 (1979)	0	2	346	53	7	9	0	1149	0	1566	70%
Between Hwy.#631 and #625 on Hwy.#11(1979)	0	0	66	0	2	7	0	308	0	383	48%
E. of Nipigon on Hwy.#17 (1979)	8	0	429	48	78	33	-	1409	3	2008	46%
E. of Thunder Bay Hwy. #17 (1984)	77	0	181	214	64	53	2	986	22	1599	41%
N. of Sault Ste. Marie on Hwy. #17 (1984)	202	10	345	299	216	160	3	764	12	2011	51%

(Ministry of Transportation and Communications 1979 and 1984)

GLOSSARY OF TERMS

PATT TYPE: The pattern type is used by the Ministry staff to indicate the variability of traffic flows.

AADT: Annual average daily traffic; which is defined as the average twenty-four hour two-way traffic for the period January 1st to December 31st.

SADT: Summer average daily traffic; which is defined as the average twenty-four hour, two-way traffic for the period July 1st to August 31st, including weekends.

SAWDT: Summer average weekday daily traffic; which is defined as the average twenty-four hour two-way weekday traffic for the period July 1st to August 31st excluding weekends. Weekend traffic is deemed to start at noon Friday; and end at noon on Monday for a normal short week-end, or end at noon Tuesday for a long holiday weekend.

WADT: Winter average daily traffic; which is defined as the average twenty-four hour two-way traffic for the period December 1st to March 31st, including weekends.

AR: Accident rate; which is defined as the number of accidents per million vehicle kilometers of travel for the period January 1st to December 31st.

3.7.4 Summary

1) Approximately 46% of the traffic volume on Highway #17 is recreation related.

2) The traffic volumes on Highway #17, particulary in the vicinity of the Park are declining.

3) The only direct road access to Pukaskwa National Park is via Highway # 627. Indirect access maybe gained by the Umbata, South Regan and Dubreville roads.

Of particular importance is the number of recreational trips associated with traffic volumes. Each year the Ministry of Transportation and Communications surveys recreational trips by type from Origin - Destination Surveys (O.D.). In 1979 and 1984 O.D. Surveys were completed in close proximity to Pukaskwa (Table 19).

The reason for a high percentage of recreation trips east of White River in 1979 is unknown. Precluding White River, approximately 46% of all traffic is recreation related. It is also interesting to note that the majority of trip types were for touring followed by camping.

Appendix 12

Proposed New and Expanded Provincial Parks

this appendix consists
of information taken from

Northeastern Ontario Strategic Land Use Plan
prepared by the Ontario Ministry of Natural Resources (1982)

and

Northwestern Ontario Strategic Land Use Plan
prepared by the Ontario Ministry of Natural Resources (1982)

TABLE 1

PROPOSED CANDIDATE PARKS OR EXTENSIONS
REQUIRING EARLY RESOLUTION

(Northeastern Ontario Strategic Land Use Plan)

Park Candidate and Classification	Hectares
WILDERNESS	
Killarney Park (Extension)	13,823
Lady Evelyn-Smoothwater	74,500
WATERWAY	
French River	44,512
Larder River	3,628
Little Abitibi River-Newpost Creek	3,264
Missinaibi River	38,046
Otoskwin-Attawapiskat	16,652
Severn River	33,152
NATURAL ENVIRONMENT	
Aubrey Falls	4,705
NATURAL RESERVE	
Albany River (2 sites)	6
Beniah Township	1
Ben Nevis Township	0.24
Ekwan River	8
Evelyn Township	4
Hobson Township (2 sites)	5
Kwataboahegan River	1
Nagagami Lake	1,481
Pattinson Township	4
Pitt Township	2
Sanborn Township	50
Thackeray Township	90
Valentine Township (3 sites)	6
Wilkie Township	1
RECREATION	
Biscotasing	1,147
Dana-Jowsey Lakes	2,547
Kwataboahegan River	9
La Motte Lake	506
Mark's Bay	104
South Bay	1,604
W.B. Greenwood	324
HISTORICAL	
Michipicoten Post1	224
Old Fort Albany	4
Total: 36 CANDIDATES	240,495

Source :
Ontario Ministry of Natural Resources,
Northeastern Ontario Strategic Land Use Plan (1982),
Queens Park, Toronto

Table 2

OTHER PROPOSED CANDIDATES OR
EXTENSIONS REQUIRING RESOLUTION

(Northeastern Ontario Strategic Land Use Plan)

Park Candidate and Classification	Hectares
WILDERNESS	
Kesagami Lake	54,166
WATERWAY	
Lower Abitibi River	3,166
Makobe-Grays River	2,992
Sturgeon River	7,735
NATURAL ENVIRONMENT	
La Cloche	6,458
Long Point	2,552
Michipicoten Island	18,364
Missinaibi Lake (Extension)	4,342
Pierre-Montreuil	17,032
Restoule (Extension)	467
The Shoals (Extension)	6,227
Wanapitei	2,790
Vidal Bay	7,226
Mississagi (Extension)	1,842
NATURE RESERVE	
Mississagi Delta	3,920
Pot Hole Site	259
TOTAL: 16 CANDIDATES	139,538

Source :
Ontario Ministry of Natural Resources,
Northeastern Ontario Strategic Land Use Plan (1982),
Queens Park, Toronto

Table 3

PROPOSED CANDIDATE PARKS WHERE FEATURES
AND VALUES REQUIRE FURTHER DEFINITION

(Northeastern Ontario Strategic Land Use Plan)

Park Candidate and Classification	Hectares
NATURE RESERVE	
Kenogami Cedar Swamp	9,050
Albany River Glacial Scours	62,200
Southwest James Bay Coast Site	24,250
Missisa Lake Site	48,400
Chickney Point Site	18,100
Attawapiskat River Karst Site	58,000
Attawapiskat-Ekwan Ridge	50,700
Ekwan Pre-Glacial Valley	34,200
Kinsusheo Uplands	31,080
Winisk-Shamattawa River Confluence	9,100
Ghost Lake Site	
Crescent Lake Beach	36,680
Echoing River Fens	28,000
Pipowatin Peat Plateau	12,700
Black Duck River Headwaters	116,600
Pen Islands	43,725
TOTAL: 16 CANDIDATES	629,385

Source :
Ontario Ministry of Natural Resources (1982),
Northeastern Ontario Strategic Land Use Plan,
Queens Parks, Toronto

Table 4

EXISTING PROVINCIAL PARKS IN REGULATION

(Northwestern Ontario Strategic Land Use Plan)

Existing Park and Class	Hectares
WILDERNESS	
Quetico	475,783
WATERWAY	
Winisk River	160,645
NATURAL ENVIRONMENT	
Lake Nipigon	1,458
Neys	3,445
Kakabeka Falls	420
Sibley	24,435
Middle Falls	6
Lake of the Woods	1,098
Pakwash	631
Sandbar Lake	3,159
Ojibway	2,633
NATURE RESERVES	
Cavern Lake	189
Ouimet Canyon	777
Porphyry Island	107
Schreiber	13
RECREATION	
Arrow Lake	40
Inwood	(33)
Rainbow Falls	575
MacLeod	74
Klotz	(119)
Aaron	(70)
Blue Lake	354
Caliper Lake	100
Rushing River	190
Sioux Narrows	(130)
HISTORICAL	NIL

Source :
Ontario Ministry of Natural Resources (1982),
Northwestern Ontario Strategic Land Use Plan,
Queens Park, Toronto

Table 5

CANDIDATE PARKS OR EXTENSION
REQUIRING EARLY RESOLUTION

(Northwestern Ontario Strategic Land Use Plan)

Proposed Park and Class	Hectares
WILDERNESS	
Whitewater Lake	521,100
Woodland Caribou	472,100
WATERWAY	
Albany River	
North Central Region	315,477
Albany River	
Northwestern Region	125,650
Otoskwin-Attawaspiskat River	
North Central Region	69,542
Otoskwin-Attawaspiskat River	
Northwestern Region	3,400
Brightsands River	
Northwestern Region	
Severn River	311,750
NATURAL ENVIRONMENT	
Lake of the Woods	9,900
Teggau-Winnange	43,300
Pakwash	18,919
Medcalf Lake	10,100
NATURE RESERVES	
West Bay	1,143
Windigo Bay	10,013
Little Metionga	7,394
Gull River	2,940
Thompson Island	171
Slate Islands	3,963
Poilu-Upper Twin Lakes	11,538
Matawin River	2,650
Burchell Lake	206
Pantagruel Creek	4,236
Kabitotikwia River	1,970
Livingstone Point	
Park Reserve	1,600
Pigeon River Clay Plain	2,870
Arrowhead Peninsula	
Park Reserve	490
Bowman Island	256
Paradise Island	48
Albert Lake Mesa	111
Sable Island	2,000
Butler Lake	3,300
Wabigoon River	3,000
Manomin Lake	800
Carpenter Township	1
Lola Lake	6,300
Bonheur Lake	3,350
Trout Lake	8,250
Minnitaki Kames	4,100
Windigo Point	510
RECREATION	
Manitou Mounds	103
Goldrock	1,400

Source :
Ontario Ministry of Natural Resources (1982),
Northwestern Ontario Strategic Land Use Plan,
Queens Park, Ontario

Table 6

OTHER CANDIDATE PARKS OR EXTENSIONS
REQUIRING RESOLUTION

(Northwestern Ontario Strategic Land Use Plan)

Proposed Park and Class	Hectares
WILDERNESS	
Opasquia	469,050
Aulneau	78,200
WATERWAY	
La Verendrye River	4,389
Kopka River	10,999
Mooseland/Gull River	6,735
Black Sturgeon	5,725
Allanwater/Caribou River	61,265
Steel River	12,797
Drowning River	5,271
Little Current	11,960
Turtle River	31,200
Pipestone River, North	146,100
English River East	27,250
Pipestone River, South	80,900
NATURAL ENVIRONMENT	
Middle Falls	
Park Reserve	959
Silver Falls	
Park Reserve	3,561
Kashabowie	
Park Reserve	2,064
White Otter Lake	
Park Reserve	24,281
Lukinto (Park Reserve)	(911)
Esnagami Lake	
Park Reserve	(23,472)
Partridge Lake	
Park Reserve	(2,631)
Sandpoint Island	888
NATURE RESERVES	
Park Reserve	(40)
RECREATION	
Arrow Lake	
Park Reserve	405
Inwood	
Park Reserve	(405)
Cypress River	
Park Reserve	(241)
HISTORICAL	NIL

Source :
Ontario Minstry of Natural Resources (1982),
Northwestern Ontario Strategic Land Use Plan,
Queens Park, Toronto

Table 7

CANDIDATE PARKS WHERE FEATURES AND VALUES REQUIRE FURTHER DEFINITION

(Northwestern Ontario Strategic Land Use Plan)

Proposed Park and Class	Hectares
WILDERNESS	NIL
WATERWAY	
Winisk River	24,155
NATURAL ENVIRONMENT	NIL
NATURAL RESERVES	
Black Bay Peninsula	2,054
Sedgman	4,000
Mokoman	350
Edward Island	1,510
Square Top Mountain	260
Stanley Bur Oak	19
Upsala Peatlands	
Trewartha	3,065
Whitefish Lake	
- West End	1,430
Obashi Lake	63,405
Mistassin Lake	51,335
Machawaian Lake	75,406
Byrne Lake	35,525
Mackenzie	250
Wapikopa Lake	47,259
Fraleigh Lake	868
Devon Road Mesa	132
Thompson Lake	129
Spar Island	194
Pic River Mouth	200
Prairie River Mouth	290
Craig's Pit	1,055
Kettle Holes	100
Santoy Lake	
Kettle Holes	100
Gravel River	
Park Reserve	881
Dickson's Quarry	1
Intola	28
Loon Lake	1
Swamp Creek	1
Whitefish Lake	687
Thunder Bay Lookout	1
Russell Point	37
Sitch Creek	332
Pass Lake	1
Pearson Township	768
Pie Island	48
Mosquito Creek	12
Nolalu	1
Pardee Township	242
Slate River	36
Channel Island	10
Copinosh Island	90
Red Sucker Point	380
Kama Hill	11
Puff Island	2
Shesheeb Bay	10
Kakiwi River	29,950
Kaneesose Lake	27,450
Goose River	23,400
Wunnummin Hill	47,600
Waterous Lake	55,300
Wharram Lake	60,450
Cattral Lake	71,400
Nango Lake	33,150
Aguta Lake	28,900
Gonyea Lake	35,650
Flanagan River	28,800
Rosebury River	57,300
Cobham Lake	58,100
Apps Lake	42,150
Mix Lakes	30,900
Windfall Creek	29,200
Kishikas Lake	52,300
Foaming Creek	70,100
Bow River	76,850
Fawcett Lake	57,200
Whitemud River	55,000
St. Raphael	46,500
Rainy River Peatlands	
Blue Top Peatlands	2,900
Nelles Township	
Peatlands	1,500
Gameland	2,800
RECREATION	NIL
HISTORICAL	NIL

Source :
Ontario Ministry of Natural Resources (1982),
Northwestern Ontario Strategic Land Use Plan,
Queens Park, Toronto

Appendix 13

Local Community Profiles
(50 miles radius from Pukaskwa National Park

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Process (V.A M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

and

a Demographics report based on 1981 Census information
provided by COMPUSEARCH Market and Social Research Limited.

	0 - 50 MILES		BENCHMARK
TOTAL POPULATION (1981)			
1981 Population	11715		8625107
% Change 1976-1981	2.9%		4.4%
Total Males	6155	52.5%	49.2%
Total Females	5535	47.2%	50.8%
0-5 Years	1115	9.5%	6.9%
5-9 Years	980	8.4%	7.2%
10-14 Years	1025	8.7%	7.8%
15-17 Years	770	6.6%	5.6%
18-20 Years	765	6.5%	5.7%
21-24 Years	1060	9.0%	7.3%
25-29 Years	1160	9.9%	8.5%
30-34 Years	920	7.9%	8.4%
35-39 Years	705	6.0%	6.7%
40-44 Years	610	5.2%	5.7%
45-49 Years	565	4.8%	5.4%
50-54 Years	625	5.3%	5.4%
55-59 Years	550	4.7%	5.2%
60-64 Years	345	2.9%	4.1%
65-69 Years	250	2.1%	3.5%
70+ Years	250	2.1%	6.5%
MARITAL STATUS (1981)			
Population Single	5485	46.8%	42.7%
Population Married	5635	48.1%	48.0%
Population Widowed	315	2.7%	5.1%
Population Div/Sep	270	2.3%	4.2%
MOTHER TONGUE (1981)			
English	9085	77.6%	77.4%
French	1380	11.8%	5.5%
German	175	1.5%	2.0%
Italian	295	2.5%	3.9%
Netherlands	25	0.2%	1.0%
Polish	95	0.8%	0.9%
Ukranian	165	1.4%	0.9%
Other	495	4.2%	8.3%
RELIGION (1981)			
Catholic	6790	58.0%	35.2%
Protestant	4370	37.3%	51.2%
Jewish	0	0.0%	1.7%
Other	565	4.8%	10.8%

COMPUSEARCH Market and Social Research Limited
1981 Demographics
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000
BENCHMARK: ONTARIO Province

	0 - 50 MILES		BENCHMARK
HOUSEHOLD SIZE (1981)			
1981 Households	3561		2969785
% Change 1976-1981	16.0%		12.7%
1 Person	530	14.9%	20.6%
2 Persons	865	24.3%	29.1%
3-4 Persons	1505	42.3%	36.2%
5-7 Persons	660	18.5%	13.5%
8+ Persons	25	0.7%	0.6%
Per. per Household	3.2		2.8
HOUSEHOLD MAINTAINERS (1981)			
Male Maintainers	3130	87.9%	73.9%
Female Maintainers	430	12.1%	26.2%
<25 Years	375	10.5%	7.1%
25-34 Years	1010	28.4%	23.6%
35-44 Years	650	18.3%	19.4%
45-54 Years	660	18.5%	17.3%
55-64 Years	545	15.3%	15.2%
65+ Years	335	9.4%	17.5%
HOUSEHOLD STRUCTURE (1981)			
Family Households	2915	81.9%	75.4%
Non-Family Hhds.	625	17.6%	24.6%
Non-Fam. 1 Person	520	14.6%	20.6%
Non-Fam. 2+ Persons	115	3.2%	4.0%
FAMILY STRUCTURE (1981)			
1981 Families	2985		2279055
% Change 1976-1981	11.0%		8.3%
No Children	760	25.5%	32.5%
With Children	2225	74.5%	67.5%
1 Child	715	24.0%	24.8%
2 Children	870	29.1%	26.4%
3-4 Children	560	18.8%	15.0%
5+ Children	55	1.8%	1.3%
Child. per Family	1.6		1.3
Lone Parent Family	230	7.7%	11.0%

	0 - 50 MILES		BENCHMARK
TOTAL DWELLINGS (1981)			
Total Dwellings	3550		2969735
% Change 1976-1981	15.8%		12.7%
Single Detached	2640	74.4%	57.0%
Apts. 5+ Stories	0	0.0%	16.2%
Other Mult. Dwgs.	680	19.2%	26.0%
Autos	4362		3417880
OWNED DWELLINGS (1981)			
Owned Dwellings	2315	65.2%	63.3%
% Change 1976-1981	25.1%		12.0%
Single Detached	2035	87.9%	81.3%
Apts. 5+ Stories	0	0.0%	2.5%
Other Mult. Dwgs.	145	6.3%	15.1%
Avg Dwelling Value	46689		78242
RENTED DWELLINGS (1981)			
Rented Dwellings	1250	35.2%	36.7%
% Change 1976-1981	4.2%		13.8%
Single Detached	625	50.0%	15.0%
Apts. 5+ Stories	5	0.4%	39.8%
Other Mult. Dwgs.	535	42.8%	44.9%
EDUCATION (1981)			
Less than Grade 9	1525	17.7%	17.4%
Grade 9-13	4480	52.1%	46.2%
Oth. Non University	1530	17.8%	19.5%
Some University	595	6.9%	7.9%
University Degree	465	5.4%	9.0%
MOBILITY (1981)			
Non-Movers	5620	52.9%	53.1%
Movers	5035	47.4%	46.9%
Non-Migrants	1875	17.6%	25.1%
Migrants Same Prov.	2350	22.1%	15.5%
Migrants Diff. Prov	605	5.7%	3.2%
Migrants Out Canada	185	1.7%	3.1%
HUSBAND-WIFE FAMILIES (1981)			
Husband Only Works	1210	44.0%	34.5%
Husband-Wife Work	1245	45.3%	48.3%
Neither Hus-Wife Wk	255	9.3%	13.6%

COMPUSEARCH Market and Social Research Limited
1981 Demographics
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000
BENCHMARK: ONTARIO Province

	0 - 50 MILES		BENCHMARK
LABOUR FORCE (1981)			
In Labour Force	5890	68.4%	67.1%
Employed	5620	95.4%	94.4%
Males in Lab. For.	3785	83.3%	79.7%
Males Employed	3690	81.2%	76.0%
Females in Lab. For	2125	52.3%	55.2%
Females Employed	1910	47.0%	51.4%
OCCUPATION (1981)			
Total Labour Force	5925		4469335
White Collar	2780	46.9%	62.7%
Blue Collar	2585	43.6%	28.8%
Managerial/Admin	280	4.7%	7.2%
Teaching/Related	200	3.4%	3.9%
Medicine/Health	165	2.8%	4.1%
Tech/Soc/Relig	195	3.3%	7.1%
Clerical/Related	730	12.3%	19.4%
Sales	375	6.3%	9.6%
Service	835	14.1%	11.6%
Farming	20	0.3%	3.5%
Other Primary	660	11.1%	0.7%
Processing	665	11.2%	3.7%
Machining	490	8.3%	12.0%
Construction	405	6.8%	5.5%
Transportation	345	5.8%	3.4%
Other/Not Applicabl	485	8.2%	7.1%
HOUSEHOLD INCOME (1980)			
< $5000	183	5.1%	6.3%
$ 5000 - $ 9999	229	6.4%	12.6%
$10000 - $14999	197	5.5%	12.0%
$15000 - $19999	274	7.7%	12.1%
$20000 - $24999	550	15.4%	13.1%
$25000 - $34999	1042	29.3%	21.2%
$35000 +	1083	30.4%	22.7%
Avg Hhd Income	29507		25577
Avg Family Income	30719		28004

3.3 COMMUNITIES

3.3.1 Introduction

The Pukaskwa National Park Management Plan (1982) states that:

> "Parks Canada will continue to ensure that Pukaskwa National Park has a positive social, economic and physical effect on the region in which it is located and give full consideration to the economic and social ramifications of its proposed actions on the local communities prior to implementation;" (Section 3.8.2.1).

In order to gain a better understanding of the role of Pukaskwa within the region, it is important to review the impact of the surrounding communities on the Park's specific facilities services and programs.

Information is compiled on six communities within the region, (Heron Bay, Manitouwadge, Marathon, Pic 50 Indian Reserve, Wawa and White River) each with respect to social and economic activities of importance to the Region and Park, recreational and educational activities, and specific services and facilities that serve or could serve Park visitors and which the Park provides to the region.

Each community is discussed separately including a summary and community profile. Other communities within the Region, but not discussed include the Local Improvement District of Dubreville, population 930 and Mobert Indian Reserve, population approximately 330.

3.3.2 HERON BAY

3.3.2.1 Location

Heron Bay is a community of approximately 150 inhabitants located on Highway #627, only 7 km. from the Park boundary (Map 1). The community began in the early 1900's as a result of the employment generated from the Ontario Paper Company and the Canadian Pacific Railway. Since then, the community's population has decreased due to the departure of the paper company and the lack of railway work.

3.3.2.2 Economic Activities

The Times News (April 25, 1984) reported a 25% increase in business at the local K.T. McCuaig's grocery and merchandise store as a result of Hemlo and the Park opening. A number of construction and mine employees have moved into the community. The main employers of the community are the mines and James River Inc. in Marathon.

3.3.2.3 Social Activities

The (lingual) breakdown of residents in Heron Bay is 80% English, 10% French and 10% Ojibway (L.Connors, 1985).

Is there a word for this?

3.3.2.4 Education

All students are bussed to Marathon.

3.3.2.5 Recreation

As illustrated, in Section 3.3.2.8 Heron Bay has no organized recreation service clubs, organizations, services or facilities for its community. The majority of residents travel to Marathon to satisfy their recreation needs (L.Connors, 1985).

can now be explained

3.3.2.5.1 Facilities and Services

The central organization in the community is a volunteer fire department committee which is planning to build a Community Hall, scheduled for completion in 1986. The community also plans to develop a Local Services Board whose responsibilities would include recreation (L.Connors, 1985).

3.3.2.6 Tourism

There is no organization in Heron Bay to promote tourism.

3.3.2.6.1 Facilities and Services

Visitors can obtain groceries, camping, fishing and hunting supplies and gas in Heron Bay. A local taxi provides transportation to Marathon and area. One hotel containing 8 rooms, a restaurant and a bar is located in Heron Bay.

3.3.2.7 Summary

1) Park visitors are directed to Heron Bay for camping supplies as they are the closest supplier to the Park.

2) The lack of recreation services, facilities and opportunities highlights the importance of the Park to provide complimentary outdoor recreation opportunities.

3.3.3 MANITOUWADGE

3.3.3.1 Location

The Corporation of the Township of Manitouwadge is a community of approximately 3800 inhabitants, located 55 km north of Highway #17 on Hignway #614, 330 km east of Thunder Bay (Map 1). In 1954 the community was established as a result of Noranda (GECO Division) and Willroy Mines.

3.3.3.2 Economic Activities

The Hemlo Impact Study Update (1985) reports that Hemlo-related developments will increase the population by 40% from 3,183 to 4,470 during the 1981 to 1989 period. Noranda is encouraging its Hemlo employees to locate in Manitouwadge due to its long standing interest in the community. GECO's copper and zinc mine presently has a life expectancy of 12 years. For background information on the economic and social impact of Hemlo on the region refer to Section 3.9.3.

Since the discovery of Hemlo, a constant stream of businesses have entered the community. Proposed commercial developments include a new industrial park and a plaza with a food store. In addition, the Ministry of Transportation plans to upgrade Highway #614 to meet the increased traffic flow.

3.3.3.3 Social Activities

The Hemlo-related growth in Manitouwadge, mirrors that found in Marathon and Manitouwadge is experiencing the same problems.

3.3.3.4 Education

The Hemlo Impact Study Update reports that Manitouwadge is able to accomodate the projected student population with present facilities. Of interest to the Park is the highschool's outdoor education program which began a few years ago.

3.3.3.5 Recreation

The Recreation Director for the community develops, oversees and supervises recreation programs offered through the Recreation Centre. Information on Manitouwadge residents' outdoor recreation patterns is not available.

3.3.3.5.1 Facilities

Manitouwadge provides a number of recreation facilities similar to Marathon with similar recommendations coming from the Hemlo Impact Study Update.

3.3.3.5.2 Services

Volunteers support a variety of service clubs and organizations including a cross-country ski club. Because Manitouwadge is located on Lake Manitouwadge, many water-related services are available such as boat rentals, fishing charters and supplies and marine repairs.

3.3.3.8 COMMUNITY PROFILE

COMMUNITY	Manitouwadge			
POPULATION	3,800			
LANGUAGES (%)	English (50%), French (35%), Other (15%)			
PRINCIPLE INDUSTRIES	Noranda Inc. - Geco division Ontario Paper Company Pic River Forest Products		Noranda Inc. Hemlo Division Lac Minerals Ltd.	
TOURISM				
SERVICE CLUBS AND ORGANIZATIONS	Chamber of Commerce	✓	Snowmobile Club	
	Cross Country Ski Club	✓	Boating Club	
	Other: Royal Canadian Legion			
SERVICES	General		Outfitter	✓
	Beauty Salon	✓	Restaurant	✓
	Brewers Retail	✓	Service Station	✓
	Car Rental	✓	Taxi	✓
	Camping Supplies	✓	Travel Agency	
	Craft Shop		Water Based	
	Grocery Store	✓	Boat Rental	✓
	Hunting Supplies	✓	Fishing Charter	✓
	Information Booth		Fishing Supplies	✓
	Laundromat	✓	Guiding Services	
	Library	✓	Marine Repairs	✓
	L.C.B.O.	✓		
FACILITIES	Summer		Boat Launch	✓
	Golf Course	✓	Movie Theatre	
	Tennis Courts	✓	Recreation Hall	✓
	Beach		Winter	
	Baseball Diamond	✓	Arena	✓
	Swimming Pool	✓	Curling Rink	✓
	Playground	✓	Downhill Ski	✓
	Dock	✓	Groomed Cross Country Trails	✓
ACCOMODATION	Campground	✓	Motel	✓
	Hotels		Trailer Park	✓
	Resort/Cabins			
TOURIST ATTRACTIONS	Wilderness Camping Fishing Hunting Hiking Trails Mine Tours			
ANNUAL EVENTS	Winter Carnival (February) Rendezous Days (August)			
TRANSPORTATION	Manitouwadge Airport Railways CNR and CPR, Via Rail Highway #614 Voyageur and Greyhound Stops at the Manitouwadge Junction.			
COMMUNICATION	TV Stations Cancom and Cable System Weekly Newspaper - The Echo Radio - CFNO FM Station			
SCHOOLS	Manitouwadge Public School Manitouwadge High School Our Lady of Lourdes Sep.Sch. Baptist Private School	K-8 9-13		
CHURCHES	Anglican	✓	Baptist	✓
	Jehovah Witness	✓	Pentecostal	✓
	Roman Catholic	✓	United	✓
HEALTH SERVICES	Hospital Dentist	/	Ambulance Medical Clinic	✓
NEW DEVELOPMENTS	Upgrading and resurfacing to be completed in 1986 and 1987 on Hwy #614. Caramat Rd. is still classified Industrial			

The following excerpt from the January - February (1985) issue of Trade and Commerce emphasizes the importance of Manitouwadge's outdoor recreation opportunities;

> "a majority of the people in Manitouwadge take their relaxation and recreation outdoors. They hunt and fish; they pick mushrooms and blueberries, or they simply enjoy the quiet challenge of the miles of Northwestern Ontario wildness that surrounds the town." (Eddington,1985).

3.3.3.6 Tourism

The Chamber of Commerce and Recreation Department are involved in promoting Manitouwadge, however efforts appear to be primarily directed at attracting industries and businesses.

Noranda Mines, GECO Division actively promotes mine tours during the summer months.

3.3.3.6.1 Tourism Facilities and Services

Numerous local requests for a tent and trailer park are being met with the development of 12 site campground on Manitouwadge Lake by the Township. The approximately 50 km distance off Highway #17 does not allow the community to attract stopovers.

3.3.3.7 Summary

1) Although there are no statistics which indicates the number of residents who frequent Pukaskwa, the Park feels that they draw from Manitouwadge and so they advertise in the local newspaper (Echo) and on the radio (CFNO). With the projected increase in population, the Park may anticipate greater visitation from Manitouwadge, particularly in day use and weekend camping.

2) The influx of newcomers will result in a substantial increase in the local francophone population.

3) The newcomers are unfamiliar with the area and are more likely to search out information and promotional materials on opportunities offered by the Park.

4) The Park should maintain liason with the schools to ensure Park awareness, particularly through the outdoor education program.

5) The Park should maintain liason with the Cross Country Ski Club to see how the identified demand for groomed cross ski trails unfolds. It is also interesting to note that the community has numerous snowmobile trails.

any linguistic profile?

3.3.2.3 COMMUNITY PROFILE

COMMUNITY	HERON BAY (north)				
POPULATION	approx. 197				
LANGUAGES (%)	English 80, French 10, Objibway 10				
PRINCIPLE INDUSTRIES	Main Employers: James River Hemlo Mines				
TOURISM					
SERVICE CLUBS AND ORGANIZATIONS	Chamber of Commerce		Snowmobile Club		
	Cross Country Ski Club		Boating Club		
	Other:				
SERVICES	General		Outfitter		
	Beauty Salon		Restaurant	✓	
	Brewers Retail		Service Station	✓	
	Car Rental		Taxi	✓	
	Camping Supplies	✓	Travel Agency		
	Craft Shop	✓	Water Based		
	Grocery Store	✓	Boat Rental		
	Hunting Supplies	✓	Fishing Charter		
	Information Booth		Fishing Supplies	✓	
	Laundromat		Guiding Services		
	Library		Marine Repairs		
	L.C.B.O.				
FACILITIES	Summer		Boat Launch		
	Golf Course		Movie Theatre		
	Tennis Courts		Recreation Hall		
	Beach		Winter		
	Baseball Diamond		Arena		
	Swimming Pool		Curling Rink		
	Playground		Downhill Ski		
	Dock		Groomed Cross Country Trails		
ACCOMODATION	Campground		Motel		
	Hotels	✓	Trailer Park		
	Resort/Cabins				
TOURIST ATTRACTIONS	Craft Store in trailer at post office				
ANNUAL EVENTS	Winter Fun Day - by Local Fire Department Committe				
TRANSPORTATION	#627 Taxi				
COMMUNICATION	CFNO Radio Marathon Mercury CBC Television				
SCHOOLS	in Marathon				
CHURCHES	Anglican		Baptist		
	Jehovah Witness		Pentecostal		
	Roman Catholic		United		
HEALTH SERVICES	Hospital		Ambulance		
NEW DEVELOPMENTS	Community Hall scheduled f completion Summer 86				
INFORMATION SOURCE	Laura Connors (Post Offi office)				

6) Numerous requests for a tent-trailer park area being met with the development of a 12 site campground on Manitouwadge Lake by the Township.

3.3.4 MARATHON

3.3.4.1 Location

The Township of Marathon, 24 km northeast of Pukaskwa, is the closest incorporated commuity. This population centre of 3140 is approximately 300 km east of Thunder Bay and 400 km northwest of Sault Ste. Marie (Map1). Access to Marathon is via Highway #627 off the Trans Canada Highway #17.

3.3.4.2 Economic Activities

Of major significance is the development Marathon has received as a result of Hemlo. The Hemlo Impact Study Update anticipates an 8 year (1981-89) 83% population increase from 2277 to 4176. Thus, the former pulp and paper mill town has transformed into a rapid expansion community.

Hemlo has had a snowball effect on the industrial and commercial development in Marathon. Numerous small businesses are moving in which will broaden and stabilize Marathon's industrial base and ensure the community's growth and future existence. 'commercial

One potential development which may compound Marathon's rapid transition is the possible opening of another mine by Fleck Resources Ltd. north of Marathon. (For further information on Hemlo and Fleck Resources, refer to Section 3.9.3).

The magnitude of Marathon's economic activities warrant its use as a backdrop for all further discussions.

3.3.4.3 Social Activities

Associated with this rapid increase in businesses and population is a number of social implications. The mill town population has had to adapt to this "facelift" which necessitates programming designed to help integrate the "locals" and "newcomers". To date, both groups are coping well with the associated stress. The new population brings with it an increase in francophones and families with small children (Hemlo Impact Study Update). Larry estimated #'s at 7.'s

3.3.4.4 Accomodation

The dramatic increase in population during the early stages of Hemlo created a serious housing shortage in Marathon. Many individuals had no choice but to camp wherever there was available space. The majority of extended stay camping occurred in Penn Lake Parks, with The Hattie Cove Campground accomodating a few. A new subdivision, Penn Lake Flats, is now under development and on completion will contain 886 units to meet the estimated Hemlo related population growth.

There is still a problem of few rental and lower priced accomodation for non-mine employees. Housing problems effect the town's ability to attract entrepreneurs (Hemlo Impact Study Update).

3.3.4.5 Education

As reported in the Hemlo Impact Study Update, Marathon is experiencing pressure on its school system. Since many of the new families are couples with small children the elementary school is receiving the greatest pressure. A new highschool is scheduled for completion in December of 1986. Holy Savior Separate School (grades K to 8) offers a french immersion program. A summary of the Impact of Hemlo on Marathon Public School's enrolment can be seen in Table 1.

TABLE 1: POTENTIAL IMPACT ON SCHOOLS IN MARATHON

	Additional 1 Students	New Total 2 Enrolment
Public		
Elementary	**34**	**494**
Secondary	**98**	**330**
Separate	**82**	**185**

1 Projected to 1989
2 New total enrolment equals September 1985 enrolment.

3.3.4.6 Recreation

As illustrated in Marathon's Community profile (Section 3.3.4.9), there are a wide variety of recreational opportunities, facilities, services and programs co-ordinated by the Recreation Commission. Unfortunately, statistics are not available on the outdoor recreation patterns of the residents.
The geographic location of Marathon is relation to Pukaskwa, eludes to the Park's importance as a provider of outdoor recreation opportunities to local residents.

3.3.4.6.1 Facilities

Marathon has a number of recreation facilities for all age groups. The Hemlo Impact Study Update states that residents have expressed a desire for additional indoor recreation facilities such as squash courts and sauna. The report recommends that facilities be kept operational at present levels and the community implement groomed cross country ski trails.

3.3.4.6.2 Services

Volunteers support a number of community service clubs and organizations. Of particular interest to the Park is the cross country ski club, snowmobile club, North Shore Boating club and Marathon Search and Rescue. The Voyageur Trail Association attempted to establish a chapter in Marathon in September 1985 however, the response was minimal.

Is this at the White Lake gang?

3.3.4.7 Tourism

The limited number of tourist attractions in the Marathon area, suggests that Marathon is not a destination but rather an enroute stop for transient visitors. Many motor travellers never enter Marathon as their needs can be satisfied by services & facilities on Highway #17.

The Township of Marathon plays a leading role in promoting tourism through the operation of a Tourist Information Booth on Highway #17 at the Marathon turnoff. Visitor contacts at the booth have increased steadily over the last three years from 3368 in 1983 to 3511 in 1985 (Devereaux,1985). Information is provided on facilities, services, tourist attractions and parks in the Marathon area. The Township also attends Ontario North at Ontario Place for one week each year to promote Marathon and the surrounding area.

A Chamber of Commerce has been organized in Marathon to provide a singular voice on community issues from the commercial & industrial section and to promote tourism opportunities.

3.3.4.7.1 Facilities and Services

Since the onset of Hemlo, Marathon has developed a number of facilities and services of importance to visitors including an airport, laundromat, car wash, and a variety of new restaurants and stores. A hotel/conference centre to be located in Marathon has received planning approval, however its present status is unknown. Recently two craft stores have opened in Marathon.

3.3.4.8 Summary

1) The projected increase in population from 2,277 to 4,176 persons during 1981-1989 will increase local visitation to the Park, particulary in day use and weekend camping visitation.

2) The influx of newcomers will result in a substantial increase in the local francophone population.

3) A significant portion of the increase in local use to Pukaskwa will be families with young children.

4) The newcomers are unfamiliar with the area and are more likely to search out information and promotional material on opportunities offered by the Park.

5) There is a lack of facilities provided for the recreational boater ie. dock, boat launch, marine facility.

6) The proposed construction of the new highschool and the corresponding identified need to enhance teenage programming lends itself to an area where the Park could expand its educational programming.

3.3.4.9 COMMUNITY PROFILE

COMMUNITY	Marathon			
POPULATION	3,200			
LANGUAGES (%)	English ( ), French ( ), Other ( )			
PRINCIPLE INDUSTRIES	James River - Marathon Ltd.			
	TOURISM			
SERVICE CLUBS AND ORGANIZATIONS	Chamber of Commerce	✓	Snowmobile Club	✓
	Cross Country Ski Club	✓	Boating Club	✓
	Other: Neighbourhood Park Committee		Senior Citizens Club	
	Community Playgroup		Royal Canadian Legion	
	Le Club Canadian Francais		Loyal Order of the Moose	
	Association for the Mentally Retarded		Lions and Lioness Club	
	Marathon Metis and Non Status Indian Assoc.		Marathon Search and Rescue	
	Operation Welcome		Legion Ladies Auxillary	
SERVICES	General		Outfitter	✓
	Beauty Salon	✓	Restaurant	✓
	Brewers Retail	✓	Service Station	✓
	Car Rental	✓	Taxi	✓
	Camping Supplies	✓	Travel Agency	✓
	Craft Shop	✓	Water Based	
	Grocery Store	✓	Boat Rental	✓
	Hunting Supplies	✓	Fishing Charter	✓
	Information Booth	✓	Fishing Supplies	✓
	Laundromat	✓	Guiding Services	✓
	Library	✓	Marine Repairs	✓
	L.C.B.O.	✓		
FACILITIES	Summer		Boat Launch	
	Golf Course	✓	Movie Theatre	✓
	Tennis Courts	✓	Recreation Hall	✓
	Beach	✓	Winter	
	Baseball Diamond	✓	Arena	✓
	Swimming Pool	✓	Curling Rink	✓
	Playground	✓	Downhill Ski	✓
	Dock		Groomed Cross Country Trails	✓
ACCOMODATION	Campground	✓	Motel	✓
	Hotels	✓	Trailer Park	✓
	Resort/Cabins	✓		
TOURIST ATTRACTIONS	James River Tours Pukaskwa National park Pebble Beach Penn Lake Park Mine Tours			
ANNUAL EVENTS	Craft Festival		Fastball Tournament	
	Lions Club Octoberfest		Pee Wee Hockey Tournaments	
	Figure Skating Show		Golf Tournament	
TRANSPORTATION	Railway CPR and Via Rail Highway #627, #17 Marathon Municipal Airport, Helicopter Services Greyhound Bus Lines — Trottier Bus Lines			
COMMUNICATION	Marathon Community Television Marathon Mercury Newspaper CFNO Radio Service CNCP Telecommunications			
SCHOOLS	The Baptist School	K-12		
	Holy Savior School	K-8		
	Marathon Public School	K-8		
	Marathon High School	9-13		
	Day Care Centre			
CHURCHES	Anglican	✓	Baptist	✓
	Jehovah Witness		Pentecostal	✓
	Roman Catholic	✓	United	✓
HEALTH SERVICES	Hospital	✓	Ambulance	✓
	Dentist	✓	Medical Clinic	✓
NEW DEVELOPMENTS	Widening and resurfacing of hwy. #627 NTC scheduled 1986. Welcome to Marathon Sign. Chamber of Commerce tourist Brochure			

7) The geographic location of the Park alludes to its importance as a supplier of complimentary outdoor recreation opportunities, services and facilities.

8) The Park should maintain liason with the existing cross country ski club, snowmobile club and the North Shore Boating Club. The Parks should also continue its involvement with the Search and Rescue Organization of Marathon.

3.3.5 PIC 50 HERON BAY RESERVE

3.3.5.1 Location

The Pic 50 Heron Bay Reserve is located adjacent to the Park and the Pic River off Highway #627 (Map1).

3.3.5.2 Economic Activities

The reserve relies heavily on the Township of Marathon for all its commercial and retail needs. Currently a number of Band residents are employed by James River Inc. and the M.T.C. Present and future regional developments such as Pukaskwa and the Hemlo goldfields have created many opportunities for the reserve to strengthen its economic foundation and develop self sufficency. To strategically take advantage of the recent regional activities, the Band has contracted the Institute of Environmental Research Incorporated to identify economic opportunities suitable for the Band.

The first report, The Pic 50 Heron Bay Economic Plan (Institute of Environmental Research Inc., January,1983) identified, analyzed and priorized a number of economic opportunities based on available skills in the Band, funding, regional competition and revenue projections.

Priorities for economic development were:

1. Contractual employment opportunities with Parks Canada, Ministry of Natural Resources and Ministry of Transportation & Communications.

2. Small scale local service projects such as taxi and school bus service.

3. Tourism related developments such as a service centre, water transit service and motel.

4. Arts and Craft Corporation. — now underway

5. Long term projects such as a LCBO agency store and logging operations.

Economic activities eliminated from further study included a ski hill, marina, campground, full service gas station and tourist outfitter business.

A second plan "Heron Bay Service Centre: Economic Plan Update and Feasibility Study" (September,1984) was prepared by the Institute of Environmental Research Inc. as a result of increased Hemlo activity and decreased visitor projections for the Park. As recommended in the first report the Pic 50 Heron Bay Development Corporation, a non-profit organization, was established to oversee reserve economic developments. Under the direction of the corporation the second report recommended the development of a service centre that would include a general store, laundromat, restaurant, arts and craft counter, meat counter and gas sales outlet. The centre, to be located at Highway #627 and the main access road to the reserve, is scheduled for completion September 1985.

Both reports emphasized the importance of Pukaskwa to the reserv . Projected employment opportunities with the Park included contracting jobs for janitorial services, campground and trail maintenance, firewood supply, garbage pickup and small construction contracts.

The Hemlo Impact Study Update found that although the Hemlo development provided employment opportunities, few people were able to take advantage of the situation.

3.3.5.3 Social Activities

A number of concerns have been raised over the impact of Hemlo on the community. The Hemlo Impact Study Update states the following concerns:

1) Increased incidents of strangers in the community threaten the well-being of younger residents.

2) Increased social contact between residents of the community and non-residents which may be reflected in an increase in drug abuse and unplanned pregancies.

3) Population increase will cause the community to lose its close knit identity.

3.3.5.4 Education

Grades K-8 attend Pic Day School, highschool students are bussed to Marathon.

3.3.5.5 Recreation

As illustrated in Section 3.3.5.10, the reserve has a limited variety of recreational opportunities, services and facilities. Recreation services and programs are organized by a Recreation Committee.

3.3.5.6 Services

Presently a 4-H club is operating and a Youth Club meets once a month.

3.3.5.7 Facilities

Recreation facilities include a community hall, baseball diamond and playground. The mouth of the Pic River is used for swimming. The dunes, located at the mouth of the Pic River are used for the annual Pow Wow, other special events and exploration.

3.3.5.8 Tourism

As discussed in Section 3.3.5.2 the Band will be developing a service centre to generate revenue from Park visitors and provide a needed service.

In the past, a native craft shop was located on the reserve and made crafts to order. Presently, a number of individuals have developed a reputable business in their own home and supply crafts or demand.

The Hudson Bay Trading Post Historical Placque creates an opportunities for visitors to learn about the history of the area.

3.3.5.9 Summary

1) The operation of a 12 unit motel by a private entrepeneur on Highway #627 in the Heron Bay area is not feasible due to lack of demand. The Institute of Environmental Research Incorporated accessed the operation as inappropriate based upon an average occupancy level of 80% and projected levels of Park visitors which exceeded revised numbers. The reported average occupancy level of the area by month was 76% in June, 85% in September (Institute of Environmental Research Inc.,1984). Furthermore, the report stated that a 12 unit motel would only be feasible if the Park encouraged winter use. Therefore, there is little likelihood of a new motel to be developed outside the Park boundary.

2) An investigation into the feasibility of a marine facility in the Pic River area was declined because of high development costs, the limited employment generated and uncertain levels of revenue (Institute of Environmental Research Inc., 1984).

3) Both the 1983 and 1984 reports by the Institute of Environmental Research Inc. emphasized the importance of the Park as the Pic 50 Band's greatest economic strength. The Park should continue liason with the Band to support and provide employment opportunities, particularly contracts with the reserve residents.

4) The development of a service centre complex including a grocery store, laundromat, restaurant, gas outlet and an arts and craft counter will expand the martrix of services and facilities that are available to Park visitors.

5) Special skills of Band members such as expertise in native arts and craft are a valuable resource that may be incorporated into the Park's interpretive and visitor service programs.

6) Through the Native Youth Career Orientation Program in the summer, the Park provides valuable training opportunities to native youths, promotes a greater understanding of the Park and the National Park system and develops potential employees.

7) The close proximity of the Pic 50 Band to the Park and its limited variety of recreation services, facilities and opportunities highlights the Park's role to provide complimentary outdoor recreation opportunities.

8) The Treaty Rights of the Robinson-Superior Treaty Group are honoured by the Park, permitting traditional hunting, trapping and fishing. Pukaskwa also encourages regional integration by providing opportunities for economic benefits to the Bands.

3.3.5.10 COMMUNITY PROFILE

COMMUNITY	Pic 50 Heron Bay Reserve				
POPULATION	Approx. 320, 40% under the age of 19				
LANGUAGES (%)	70% English, 30% Objibway				
PRINCIPLE INDUSTRIES	Main Employers - Pukaskwa National Park - James River Inc.				
	TOURISM				
SERVICE CLUBS AND ORGANIZATIONS	Chamber of Commerce		Snowmobile Club		
	Cross Country Ski Club		Boating Club		
	Other: 4-H Club Youth Program				
SERVICES	General		Outfitter		
	Beauty Salon	✓	Restaurant		
	Brewers Retail		Service Station		
	Car Rental		Taxi	✓	
	Camping Supplies	✓	Travel Agency		
	Craft Shop		Water Based		
	Grocery Store	✓	Boat Rental		
	Hunting Supplies		Fishing Charter		
	Information Booth		Fishing Supplies		
	Laundromat		Guiding Services	✓	
	Library	✓	Marine Repairs		
	L.C.B.O.				
FACILITIES	Summer		Boat Launch		
	Golf Course		Movie Theatre		
	Tennis Courts		Recreation Hall	✓	
	Beach		Winter		
	Baseball Diamond		Arena (CH1066B)	✓	
	Swimming Pool		Curling Rink		
	Playground		Downhill Ski		
	Dock		Groomed Cross Country Trails		
ACCOMODATION	Campground		Motel		
	Hotels		Trailer Park		
	Resort/Cabins				
TOURIST ATTRACTIONS	Hundson Bay Trading Post Historique Placque				
ANNUAL EVENTS	Pow Wow (1week in summer) Winter Carnival Community Christmas Concert				
TRANSPORTATION	Private car taxi				
COMMUNICATION	Weekly newspaper in summer by school children radio - CFNO TV - CBC Times - Thunder Bay				
SCHOOLS	Pic 50 Day School Daycare Centre Highschool in Marathon Confederation College Adult Education Programs	K-8			
CHURCHES	Anglican		Baptist		
	Jehovah Witness		Pentecostal		
	Roman Catholic	✓	United		
HEALTH SERVICES	Hospital		Ambulance		
	Medical Clinic	✓	doctor (1 week), Public Health N.		
NEW DEVELOPMENTS	Service Station C[illegible]ex, upgrade and pave all roads				
INFORMATION SOURCE	Lester Starr Sharon Delphan				

17

3.3.6 WAWA

3.3.6.1 Location

Wawa, the Corporation of the Township of Michipicoten, is a community of approximately 4,700 inhabitants, located at the junction of Highway #17 and Highway #101, approximately 227 km north of Sault Ste. Marie and 483 km south east of Thunder Bay (Map 1). The township began with a gold discovery on the southeast shore of Wawa Lake and sparked early settlement in 1897. The town grew with the establishment of Algoma Ore Division of Algoma Steel and the opening of the Trans-Canada Highway (#17). The Canada Goose at the entrance to the town reminds one that "Wawa" is Ojibway for wild goose (Ewing & McLarty, 1983).

3.3.6.2 Economic Activities

Wawa is primarily a one industry town with Algoma Ore Division of Algoma Steel the main employer. At the present rate of recovery, reserves are estimated to last beyond the year 2000.

As indicated in Section 3.3.6.6 the Township is presently developing a considerable tourism industry.

3.3.6.3 Social Activities

Wawa offers a full range of social service program to the community residents (Section 3.3.6.8). It is estimated that approximately 15-20% are francophones (Baxter,1979).

3.3.6.4 Education

Both primary and secondary schools are located in Wawa. Of interest to the Park is the outdoor education program offered at Michipicoten and District Highschool.

3.3.6.5 Recreation

Recreation services in Wawa are co-ordinated by the Director of Leisure Services. Statistics are not available on the outdoor recreation patterns of Wawa residents.

3.3.5.1 Facilities

The local cross country ski club maintains and track sets 15 km. of trails surrounding the community for free use, while Mount Wawa, 4 km south of Wawa accomodates the downhill skier. The snowmobile club also grooms trails. Swimming facilities include a change house at Wawa Lake and swimming pool. A boat launch and dock is available for boaters.

3.3.6.5.2 Services

Service clubs of importance to the Park include the Wawa Snow-riders Snowmobile Club, Michipicoten Voyageur Trail Club and the cross country ski club.

3.3.6.6 Tourism

Due to Wawa's location, approximately 1.6 km from the Trans-Canada highway, the Township has developed a considerable tourism industry. A Canada Goose Statue and a Chamber of Commerce Tourist Information Booth are located at the Wawa turnoff to encourage enroute visitors to stop for information on tourism attractions in the region, particularily in and around Wawa. Each year a Vacation Guide to Wawa is published for the estimated 550,000 to 600,000 tourists who visit Wawa and the Michipicoten Township annually (Laventhol and Howarth,1984).

In June, 1984 the Township of Michipicoten commisssioned Laventhol and Howarth to prepare the Tourism Development Strategy Study, Volume 1 to help tourism developers, operators, investors, planners, and the municipality to stimulate the tourism economy of Wawa and the Township of Michipicoten over the next five (5) to ten (10) years (Laventhol and Howarth,1984).

The Economic Planning Group of Canada is presently completing Volume 11 which will contain an implementation strategy and the results of a feasibility analysis of three top-ranked development opportunities selected by the Township (Phillips,1985).

Of particular importance are the following results from the Executive Summary of The Tourism Development Strategey Study, Volume 1. by Laventhol and Howarth (1984).

1) There is a shortage of detailed surveys on tourists and other visitors to Wawa.

2) Enroute visitors are segmented into four marketing groups comprised of seniors (15%-20%), couples (33%), families (30%) and single travellers (17%).

3. Approximately 50% of all travellers were Canadian of which 70% were from Ontario. Visitors from Ontario were further subdivided into Northern Ontario (37%), Central Ontario (26%), Windsor-Lake St. Clair (13%), London-Lake Erie (11%), and Ottawa-Eastern Ontario (6%).

4) Approximately 48% of all visitors were Americans with Michigan residents forming the largest group (16%) followed by Wisconsin, Illinois, Indiana and Ohio.

5) Of the approximately 120 businesses and services located in Wawa-Michipicoten, 71 establishments or 59.55% of all businesses are directly tied to the tourist industry or depend to a significant extent on tourists for their profitability.

6) Michipicoten Township is attracting approximately 10% of the regional tourism expenditures.

7) Cooperation and leadership among tourist and industry participants in the area is limited to a few individuals.

8) Five specific goals for tourism development in order of priority include greater length of stay, improved tourism plant, identifiable image, natural resources and cultural heritage and a voice for tourism.

9) Increased length of stay has been given top priority since, at present, only 10% of potential visitors remain in the study area overnight or longer.

10) An improved tourism plant, will be achieved in two 5-year phases. Phase one involves the upgrading of existing activities. In phase two, tourist facilities will undergo greater market differentiation with the development of new facilities and the continued upgrading of existing establishments. For a list of the recommended opportunities and the schedule of development refer to Table 2.

11) Goal number three involves the development of an identifiable image for Wawa as a tourist destination and activity centre.

12) The Natural Resources and Cultural Heritage of the Wawa-Michipicoten area form the backdrop of the area's tourism industry and are its major assets.

13) Tourism centres around the shared responsibilities of the Tourism Development Officer and the Standing Committee on Tourism Development to encourage cooperative action in the promotion of Wawa's tourism industry.

TABLE 2: RECOMMENDED SCHEDULE OF DEVELOPMENT OPPORTUNITIES - WAWA

	Year 1	2	3	4	5	6	7	8	10
	Opportunities based on the Natural Environment								
1.	Magpie High Falls Lookout and Trail Development			Driftwood Beach Day-Use Area					
	Canoe Outfitting								
	River Rafting or Tubing								
	Marina Expansion, Bucks			Marina Expansion, Oakes Cove					
	Charter Fishing and Sightseeing Operations								
	Expanded Winter Events								
	Mt. Wawa Ski Hill								
	Geological Tours								
	Cross Country Skiing - Trail Expansion								
	Fish Enhancement Program								
	Opportunities based on the Cultural Heritage								
2.				Restoration of Michipicoten Post					
					Cultural Centre at Michipicoten River				
					Voyageur Canoe Ride and Fur Trade Re-enactment				
				Art Exhibit and Activity Centre					
	Opportunities based on the Highway Location								
3.	Agawa Canyon Train/Bus Package								
	Dry Slide								
	Wawa Goose								
	Long Term Improvements to the Tourism Plant								
4.					Budget or Economy Class Motel				
				First Class Restaurant					High End Motor Hotel
					Four Season Vacation Resort				

(Laventhol and Howarth, 1984)

3.3.6.6 Tourism Services and Facilities

A wide variety of tourism related facilities and services are available in the area. The Wawa Vacation Guide includes a one page directory of business information relevant to visitors with emphasis on the opportunities for hunting, fishing, camping and recreational boating. Buck's Marina on Lake Superior provides complete boat rentals, charters and repairs. A boat launch is located nearby.

3.3.6.7 Summary

1) Within the region, Wawa has the greatest developed tourism industry with approximately 59% of its businesses directly or indirectly dependent on tourist for profitability.

2) The Township is presently upgrading and expanding its tourism industry to stimulate tourism in the region and identify Wawa as a complementary outdoor recreation opportunity to the region and thus should anticipate increased visitation as Wawa's tourism strategies evolve.

3) The proposed development of a budget class hotel, high end hotel and four season vacation resort will encourage visitors to lengthen their stay in the region. Presently, only 10% of potential visitors to Wawa remain in the study area overnight or longer (Laventhol and Howarth, 1984).

4) Enroute visitors are segmented into four marketing groups with couples as the largest group (33%), followed by families (30%), seniors (15-20%) and single travellers (17%).

5) Wawa's visitors are comprised of 50% Canadian and 48% Americans. Of the Canadian visitors, 70% were from Ontario, particularly Northern Ontario (37%) and Central Ontario (26%). Of the American visitors the two largest groups by state were Michigan (16%) and Wisconsin. It is interesting to note the importance of the border states which indicates a high percentage of Circle Tour visitors.

6) Tourism patterns in the region may be influenced by the following five goals Wawa has identified to improve its tourism industry:

   a) greater length of stay
   b) improved tourism plant
   c) identifiable image
   d) emphasis on natural resources and the cultural heritage
   e) co-operation amongst tourism outfitters, agencies and organizations.

7) Other recommended development opportunities of importance to the Park include: expanded winter events, cross-country ski trail expansion and Buck's Marina expansion. These developments may create a spinoff demand for greater winter use and recreation boating in the Park.

8) Wawa is the only community in the region which maintains groomed cross country ski trails. The wide variety of outdoor recreation facilities, services and opportunities available to community residents and the approximately 180 km. drive to the Park suggests that local winter use from Wawa will be minimal.

1.3.6.8. COMMUNITY PROFILE

COMMUNITY	Wawa (Township of Michipicoten) Algoma District			
POPULATION	Approx. 4700			
LANGUAGES (%)	English (75%), French 15-20%) Other (5%) (from T. Baxter)			
PRINCIPLE INDUSTRIES	Algoma Ore Division (A.O.) Algoma Steel Corporation			
TOURISM				
SERVICE CLUBS AND ORGANIZATIONS	Chamber of Commerce	✓	Snowmobile Club	✓
	Cross Country Ski Club	✓	Boating Club	
	Other: Kinsmen Club and Kinnettes Ontario March of Dimes Wawa and District Assoc. for the mentally retarded. Rod and Gun Club Voyageur Trail Club Lion's Club Rotary Club			
SERVICES	General		Outfitter	✓
	Beauty Salon	✓	Restaurant	✓
	Brewers Retail	✓	Service Station	✓
	Car Rental	✓	Taxi	✓
	Camping Supplies	✓	Travel Agency	✓
	Craft Shop	✓	Water Based	
	Grocery Store	✓	Boat Rental	✓
	Hunting Supplies	✓	Fishing Charter	✓
	Information Booth	✓	Fishing Supplies	✓
	Laundromat	✓	Guiding Services	✓
	Library	✓	Marine Repairs	✓
	L.C.B.O.	✓		
FACILITIES	Summer		Boat Launch	✓
	Golf Course		Movie Theatre	
	Tennis Courts		Recreation Hall	✓
	Beach		Winter	
	Baseball Diamond		Arena	✓
	Swimming Pool		Curling Rink	✓
	Playground		Downhill Ski	✓
	Dock		Groomed Cross Country Trails	✓
ACCOMODATION	Campground		Motel	✓
	Hotels		Trailer Park	✓
	Resort/Cabins			
TOURIST ATTRACTIONS	Big Goose Monument and Information Booth Magpie Falls Silver Falls Hudson Bay Post Cemetary Ma Indian Medicine Cave Fishing and Hunting Camps			
ANNUAL EVENTS	Wawa Winter Carnival in mid February Arts and Craft Festival mid November			
TRANSPORTATION	Highway #17, #101 Greyhound Bus Lines Wawa Numicipal Airport - NorOntair			
COMMUNICATION	Weekly newspaper - The Algoma News Review radio - CJWA from Sault Ste. Marie - CBC			
SCHOOLS	Roman Catholic Separate Sch. École St. Joseph (French) St. Mary's School K-3 Public School Sir James Dunn K-8		Michipicoten High School 9-13	
CHURCHES	Anglican	✓	Baptist	✓
	Jehovah Witness	✓	Pentecostal	✓
	Roman Catholic	✓	United	✓
HEALTH SERVICES	Hospital + Medical Clinic	✓	Ambulance	✓
	Denist	✓	Medical Clinic	✓
NEW DEVELOPMENTS	Presently undergoing a tourism related marketing study			
INFORMATION SOURCE	Mr. Zurby/Chief Admini e Officer - Clerk			

3.3.7 WHITE RIVER

3.3.7.1 Location

The Corporation of the Township of White River located at the junction of Highway #17 and Highway #631, approximately 320 km north of Sault Ste. Marie and 390 km north-east of Thunder Bay (Map 1). The town developed as a divisional point on the Canadian Pacific Railway.

3.3.7.2 Economic Activities

White River is primarily a one industry community with Domtar Inc. the main employer. As reflected in the Hemlo Impact Study Update, White River is expected to receive only 5% of the Hemlo related growth. In addition, the community has received some offshoot mining companies, primarily exploration outfits such as Hemlo Gold Ventures and Nabigon Mining Corporation.

3.3.7.3 Social Activities

The most significant social impact from Hemlo is the feelings of disappointment over the lack of Hemlo related growth in White River. The Hemlo Impact Study Update credits less development in White River to its small size, limited services and lack of a secondary school and hospital.

The approximate lingual breakdown is 50% English and 50% French (Parent,1985).

3.3.7.4 Education

The elementary school is presently used by the public and separate school boards, and highschool students are bussed to Wawa.

3.3.7.5 Recreation

White River has a cross country ski club and provides services such as fishing charters, boat rentals and guiding services.

3.3.7.6 Tourism

The Township plays the leading role in promoting tourism in White River claiming to be the coldest spot in Canada. A large thermometer helps to attract the traveller off the highway. Advertising has been directed at promoting outdoor activities as exemplified in this Northern Ontario Business ad:

> "White River attracts large numbers of tourists every year for hunting and fishing. People come to hunt moose, bear and small game and to fish pickerel, pike and lake trout." (1984)

3.3.7.6.1. Facilities and Services

Restaurants, service centres and gift shops are located on Highway #17 to meet the needs of travellers.

3.3.7.7 Summary

1. White River has the largest francophone population (50%) of all the regional communities studied.

2. The opportunities for outdoor recreation and tourism are primarily a result of the natural resources indicative of the area as opposed to a wide range of man made facilities and services.

3. The lack of tourist attractions suggest that White River promotes itself as an enroute stop rather than as a tourism destination area to the transient tourist.

4. Although there are no statistics available on the number of White River residents who frequent Pukaskwa, its proximity to the Park (approximately 93km), vested interest in outdoor recreation and lack of facilities and services, substantiate the importance of the Park as a provider of outdoor recreation opportunites although there are Provincial Parks closer by.

3.3.7.8. COMMUNITY PROFILE

COMMUNITY	White River District of Algoma				
POPULATION	1,200				
LANGUAGES (%)	English (50%) French (50%)				
PRINCIPLE INDUSTRIES	Domtar Forest Products Ltd. Sawmill and Woodlands Canadian Pacific Railway				
TOURISM					
SERVICE CLUBS AND ORGANIZATIONS	Chamber of Commerce		Snowmobile Club		
	Cross Country Ski Club	✓	Boating Club		
	Other: Lions, Lioness Knights of Columbus Royal Canadian Legion Senior Citizens Parish Council Trappers Association Metis Association Block Parents A.C.W.				
SERVICES	General		Outfitter		✓
	Beauty Salon	✓	Restaurant		✓
	Brewers Retail	✓	Service Station		✓
	Car Rental	✓	Taxi		
	Camping Supplies	✓	Travel Agency		
	Craft Shop		Water Based		
	Grocery Store	✓	Boat Rental		✓
	Hunting Supplies	✓	Fishing Charter		✓
	Information Booth	✓	Fishing Supplies		✓
	Laundromat		Guiding Services		✓
	Library	✓	Marine Repairs		
	L.C.B.O.	✓			
FACILITIES	Summer		Boat Launch		✓
	Golf Course		Movie Theatre		
	Tennis Courts		Recreation Hall		✓
	Beach	✓	Winter		
	Baseball Diamond	✓	Arena		✓
	Swimming Pool	✓	Curling Rink		✓
	Playground	✓	Downhill Ski		
	Dock	✓	Groomed Cross Country Trails		
ACCOMODATION	Campground	✓	Motel		✓
	Hotels	✓	Trailer Park		✓
	Resort/Cabins	✓			
TOURIST ATTRACTIONS	Beaver Tourist Bagelon's Gift Shop Kinniwaki Information Booth				
ANNUAL EVENTS					
TRANSPORTATION	Highway #17, #631				
COMMUNICATION					
SCHOOLS	elementary K-8				
CHURCHES	Anglican	✓	Baptist		
	Jehovah Witness		Pentecostal		✓
	Roman Catholic	✓	United		
HEALTH SERVICES	Hospital		Ambulance		✓
	Dentist		Medical Clinic		✓
NEW DEVELOPMENTS	Proposed laundromat at Trading Post				
INFORMATION SOURCE	Township Clerk-Treasurer: Marilyn Parent 1-807-822-2450				

Appendix 14

Demographic Report on Region
(200 mile radius from Pukaskwa National Park)

this appendix consists of

a Demographics report based on 1981 Census information
provided by COMPUSEARCH Market and Social Research Limited

	0 - 200 MILES		BENCHMARK
TOTAL POPULATION (1981)			
1981 Population	255265		8625107
% Change 1976-1981	2.3%		4.4%
Total Males	128695	50.4%	49.2%
Total Females	126475	49.5%	50.8%
<5 Years	19155	7.5%	6.9%
5-9 Years	19690	7.7%	7.2%
10-14 Years	21110	8.3%	7.8%
15-17 Years	14890	5.8%	5.6%
18-20 Years	15835	6.2%	5.7%
21-24 Years	19990	7.8%	7.3%
25-29 Years	22515	8.8%	8.5%
30-34 Years	19940	7.8%	8.4%
35-39 Years	15550	6.1%	6.7%
40-44 Years	13615	5.3%	5.7%
45-49 Years	13540	5.3%	5.4%
50-54 Years	13795	5.4%	5.4%
55-59 Years	13035	5.1%	5.2%
60-64 Years	10235	4.0%	4.1%
65-69 Years	8465	3.3%	3.5%
70+ Years	13855	5.4%	6.5%
MARITAL STATUS (1981)			
Population Single	112980	44.3%	42.7%
Population Married	120150	47.1%	48.0%
Population Widowed	12335	4.8%	5.1%
Population Div/Sep	9665	3.8%	4.2%
MOTHER TONGUE (1981)			
English	196310	76.9%	77.4%
French	14125	5.5%	5.5%
German	3220	1.3%	2.0%
Italian	13040	5.1%	3.9%
Netherlands	1125	0.4%	1.0%
Polish	2630	1.0%	0.9%
Ukranian	6205	2.4%	0.9%
Other	18600	7.3%	8.3%
RELIGION (1981)			
Catholic	112040	43.9%	35.2%
Protestant	123255	48.3%	51.2%
Jewish	275	0.1%	1.7%
Other	18065	7.1%	10.8%

	0 - 200 MILES		BENCHMARK
HOUSEHOLD SIZE (1981)			
1981 Households	84644		2969785
% Change 1976-1981	12.9%		12.7%
1 Person	16145	19.1%	20.6%
2 Persons	23055	27.2%	29.1%
3-4 Persons	32165	38.0%	36.2%
5-7 Persons	12810	15.1%	13.5%
8+ Persons	625	0.7%	0.6%
Per. per Household	2.9		2.8
HOUSEHOLD MAINTAINERS (1981)			
Male Maintainers	65835	77.8%	73.9%
Female Maintainers	18840	22.3%	26.2%
<25 Years	6920	8.2%	7.1%
25-34 Years	20320	24.0%	23.6%
35-44 Years	15245	18.0%	19.4%
45-54 Years	14865	17.6%	17.3%
55-64 Years	13370	15.8%	15.2%
65+ Years	13985	16.5%	17.5%
HOUSEHOLD STRUCTURE (1981)			
Family Households	65490	77.4%	75.4%
Non-Family Hhds.	19115	22.6%	24.6%
Non-Fam 1 Person	16100	19.0%	20.6%
Non-Fam 2+ Persons	3035	3.6%	4.0%
FAMILY STRUCTURE (1981)			
1981 Families	66325		2279055
% Change 1976-1981	7.3%		8.3%
No Children	19425	29.3%	32.5%
With Children	46900	70.7%	67.5%
1 Child	16740	25.2%	24.8%
2 Children	17975	27.1%	26.4%
3-4 Children	11165	16.8%	15.0%
5+ Children	1085	1.6%	1.3%
Child. per Family	1.4		1.3
Lone Parent Family	7465	11.3%	11.0%

	0 - 200 MILES		BENCHMARK
TOTAL DWELLINGS (1981)			
Total Dwellings	84605		2969735
% Change 1976-1981	12.9%		12.7%
Single Detached	60785	71.8%	57.0%
Apts. 5+ Stories	2950	3.5%	16.2%
Other Mult. Dwgs.	18885	22.3%	26.0%
Autos	102113		3417880
OWNED DWELLINGS (1981)			
Owned Dwellings	59635	70.5%	63.3%
% Change 1976-1981	9.9%		12.0%
Single Detached	53615	89.9%	81.3%
Apts. 5+ Stories	155	0.3%	2.5%
Other Mult. Dwgs.	4185	7.0%	15.1%
Avg Dwelling Value	59877		78242
RENTED DWELLINGS (1981)			
Rented Dwellings	25040	29.6%	36.7%
% Change 1976-1981	20.8%		13.8%
Single Detached	7025	28.1%	15.0%
Apts. 5+ Stories	2790	11.1%	39.8%
Other Mult. Dwgs.	14765	59.0%	44.9%
EDUCATION (1981)			
Less than Grade 9	37965	19.6%	17.4%
Grade 9-13	93140	48.1%	46.2%
Oth. Non University	35800	18.5%	19.5%
Some University	14375	7.4%	7.9%
University Degree	12080	6.2%	9.0%
MOBILITY (1981)			
Non-Movers	109220	57.7%	53.1%
Movers	99115	42.3%	46.9%
Non-Migrants	64735	27.6%	25.1%
Migrants Same Prov.	24770	10.6%	15.5%
Migrants Diff. Prov	6630	2.8%	3.2%
Migrants Out Canada	2985	1.3%	3.1%
HUSBAND-WIFE FAMILIES (1981)			
Husband Only Works	23865	40.6%	34.5%
Husband-Wife Work	25365	43.1%	48.3%
Neither Hus-Wife Wk	7865	13.4%	13.6%

COMPUSEARCH Market and Social Research Limited
1981 Demographics
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000
BENCHMARK: ONTARIO Province

	0 - 200 MILES		BENCHMARK
LABOUR FORCE (1981)			
In Labour Force	126850	65.5%	67.1%
Employed	118445	93.4%	94.4%
Males in Lab. For.	77345	79.5%	79.7%
Males Employed	73590	75.7%	76.0%
Females in Lab. For	49575	51.6%	55.2%
Females Employed	44925	46.7%	51.4%
OCCUPATION (1981)			
Total Labour Force	127455		4469335
White Collar	71300	55.9%	62.7%
Blue Collar	43520	34.1%	28.8%
Managerial/Admin.	6105	4.8%	7.2%
Teaching/Related	4960	3.9%	3.9%
Medicine/Health	5580	4.4%	4.1%
Tech/Soc/Relig	6935	5.4%	7.1%
Clerical/Related	19420	15.2%	19.4%
Sales	10920	8.6%	9.6%
Service	17380	13.6%	11.6%
Farming	1590	1.2%	3.5%
Other Primary	4120	3.2%	0.7%
Processing	9825	7.7%	3.7%
Machining	12510	9.8%	12.0%
Construction	9080	7.1%	5.5%
Transportation	6395	5.0%	3.4%
Other/Not Applicabl	10575	8.3%	7.1%
HOUSEHOLD INCOME (1980)			
< $5000	5619	5.6%	6.3%
$ 5000 - $ 9999	10107	11.9%	12.6%
$10000 - $14999	8140	9.6%	12.0%
$15000 - $19999	8219	9.7%	12.1%
$20000 - $24999	11943	14.1%	13 1%
$25000 - $34999	20429	24.1%	21.2%
$35000 +	20304	24.0%	22.7%
Avg Hhd Income	26011		25577
Avg Family Income	28578		28004

COMPUSEARCH

Appendix 15

LIFESTYLES Group Definitions

this appendix consists of information provided by
COMPUSEARCH Market and Social Research Limited

The following is a summary of the thirteen major groups in the LIFESTYLES market segmentation system used in this study. A more complete listing is available from COMPUSEARCH Market and Social Research Ltd.

Urban Groups

The AFFLUENT group is the wealthiest of all the groups. This group is composed largely of highly educated, high status white collar positions including professionals, upper management, and administrators. The average household income ranges from $83,100 to $143,500 with an average income of approximately $97,300. They represent only 1.25 % of all Canadian households.

The UPSCALE group is largely composed of middle-aged, white collar workers with school age children. Many of them are in management or professional positions and are generally very well educated including a university degree. The average household income for this group is between $55,000 and $65,000.

The MIDDLE AND UPPER-MIDDLE CLASS are composed of traditional husband and wife families often with two or more children. They primarily work in white collar positions although some have attained management positions. The majority of the people in this group have attained a high school education but a few have continued on to post secondary school education. The average income within this group ranges from $8,100 to $48,500 annually.

The WORKING CLASS earns between $32,800 and $38,100. They generally work in blue collar jobs or have lower status white collar positions. The average household maintainer is middle-aged although there are a few younger households (less than 35 years of age).

The LOWER CLASS has an average annual income between $15,000 and $28,300 per year. Most of these people work in either low status white collar positions or blue collar jobs. The adults in this groups generally do not have educational training beyond high school. The household in this group are generally small in size and are generally young in age.

The YOUNG SINGLES are comprised chiefly of young adults with at least a partial university degree and work in some form of white collar occupation. Over half of these households are single people. The average income is approximately $28,700.

The YOUNG COUPLES are generally comprised of households where the people are less than 35 years of age. Usually both members of the household work as lower level white collar workers. Their overall average household income is $31,200. Many of the people in this group have post secondary school education, however, most them have gone to community college as opposed to university.

The EMPTY NESTERS are predominantly made up of older married couples over the age of 55 who's children have grown up and left home. The average household income ranges from $32,00 to $55,100 with an average household income of $39,300.

Those people in the OLD AND RETIRED group are generally over the age of 60. Many of the households are headed by widowed women and more than half of the households contain only one person. The average income varies greatly, ranging from $12,800 to $39,300. Members of this group does not have as high a level of education as other people.

The ETHNIC group contains a high concentration of blue collar workers. In most instances both the husband and wife are employed. Their average annual income is $34,800 per household. however, this varies widely within this group.

Rural Groups

The UPSCALE AND MIDDLE CLASS make up approximately one third of Canada's population. This group has an income which ranges from $32,300 to $58,600 per year with an average income of $40,000 per household. This group generally has a high school or community college education and most work in white collar positions. A good proportion of this group also work in blue collar positions and in the primary industries. There are often between four and seven people per household and many of the adults are younger than 40 years of age.

The WORKING AND LOWER CLASS often have large households with five or more members in which there is a significant presence of adults over the age of 55. The members of this group tend to have an educational level which is lower than the Canadian average - one third have less than a high school education. The average household income is $28,300 annually and is mainly derived from employment in blue collar industries.

The primary source of income for households in the FARMING group is from agriculture. The range in income is between $24,600 and $59,000 per year per household. The households consist of middle aged parents with three or more children per household.

Appendix 16

LIFESTYLES 50 Mile Radius Analysis

this appendix consists of
a LIFESTYLES report provided by
COMPUSEARCH Market and Social Research Limited

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000 SUMMARY: 0 to 50 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
A1 WEALTHIEST, HIGHEST EDUCATION, LARGE FAMILIES IN VERY EXPENSIVE HOUSES, AGE 45-54	0	0.0%	0.2%	0
A2 WEALTHY, WELL-EDUCATED FAMILIES IN EXPENSIVE HOUSES, AGE 45-64	0	0.0%	0.5%	0
A3 OLDER, WEALTHY WELL EDUCATED COUPLES & WIDOW(ER)S IN APARTMENTS AND CONDOMINIUMS	0	0.0%	0.1%	0
A4 YOUNGER WEALTHY, WELL-EDUCATED LARGER FAMILIES WITH YOUNG TEENAGERS IN HIGH VALUE HOUSES	0	0.0%	0.6%	0
TOTAL AFFLUENT	0	0.0%	1.4%	0
U1 HIGH INCOME, OLDER FAMILIES WITH TEENAGERS IN HIGHER VALUE HOUSES; STABLE NEIGHBOURHOODS	0	0.0%	2.2%	0
U2 HIGH INCOME, VERY WELL-EDUCATED SMALL MIXED & OLDER HOUSEHOLDS IN OLD, EXPENSIVE MIXED HOUSING	0	0.0%	1.1%	0
U3 YOUNGER PROFESSIONAL FAMILIES WITH YOUNG CHILDREN IN NEW HOUSES; BOTH SPOUSES WORK	0	0.0%	2.6%	0
U4 MIDDLE AGED TO OLDER FAMILIES WITH OLDER CHILDREN IN MODEST HOUSING	0	0.0%	3.6%	0
TOTAL UPSCALE	0	0.0%	9.5%	0
M1 MIDDLE AGED TO OLDER, UPPER MIDDLE CLASS FAMILIES WITH TEENAGERS IN HOUSES IN STABLE NEIGHBOURHOODS	0	0.0%	4.4%	0
M2 YOUNGER, UPPER MIDDLE CLASS FAMILIES WITH MANY YOUNG CHILDREN IN NEW HOUSING	0	0.0%	3.3%	0
M3 OLDER, UPPER MIDDLE CLASS FAMILIES, SOME WITH TEENAGERS, IN OLDER HOUSES IN VERY STABLE NEIGHBOURHOODS	0	0.0%	3.7%	0
M4 YOUNG, UPPER MIDDLE CLASS, EDUCATED, MOBILE FAMILIES; SOME WITH YOUNGER CHILDREN; IN NEW MIXED HOUSING	0	0.0%	0.9%	0

COMPUSEARCH

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000 SUMMARY: 0 to 50 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
M5 YOUNG, MIDDLE CLASS, LARGE FAMILIES WITH MANY YOUNGER CHILDREN IN NEW TOWNHOUSES & MIXED HOUSING	0	0.0%	3.2%	0
M6 MIXED AGE, MIDDLE CLASS COUPLES & SMALLER FAMILIES IN NEWER APARTMENTS; SOME ETHNIC	0	0.0%	1.0%	0
M7 YOUNGER, MIDDLE CLASS TRADITIONAL LARGER FAMILIES WITH YOUNGER CHILDREN IN DETACHED HOUSES	0	0.0%	2.7%	0
TOTAL MIDDLE AND UPPER MIDDLE CLASS	0	0.0%	19.3%	0
W1 MIDDLE AGED TO OLDER, STRONGLY BLUE COLLAR WORKING CLASS FAMILIES WITH CHILDREN IN MODEST OWNED HOUSES	0	0.0%	4.4%	0
W2 YOUNG MIXED OCCUPATION WORKING CLASS FAMILIES WITH MANY YOUNG CHILDREN IN NEW MULTIPLE DWELLINGS	0	0.0%	0.3%	0
W3 MIXED AGE, MAINLY BLUE COLLAR, MODERATELY ETHNIC WORKING CLASS FAMILIES; SOME CHILDREN; IN MULTIPLE DWELLINGS	0	0.0%	1.8%	0
W4 MIXED YOUNG-WELL-EDUCATED AND OLD, SINGLES AND COUPLES; FEW CHILDREN, IN OLDER MAINLY RENTED MULTIPLE DWELLINGS	0	0.0%	1.7%	0
W5 YOUNGER, MAINLY BLUE COLLAR TRADITIONAL WORKING CLASS FAMILIES WITH YOUNGER CHILDREN IN NEWER MULTIPLE DWELLINGS	0	0.0%	1.9%	0
W6 MIXED OLDER, SOME YOUNG, WORKING CLASS FAMILIES IN ROW HOUSING; LARGELY FRENCH	0	0.0%	2.0%	0
TOTAL WORKING (LOWER MIDDLE) CLASS	0	0.0%	12.1%	0
L1 YOUNG MOBILE BLUE COLLAR LOW INCOME FAMILIES WITH YOUNG CHILDREN IN HIGH-RISES	0	0.0%	1.3%	0
L2 VERY YOUNG LOW INCOME BLUE COLLAR FAMILIES, WITH SOME CHILDREN, IN RENTED MULTIPLE DWELLINGS	0	0.0%	1.3%	0

COMPUSEARCH

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
L3 MIXED YOUNG AND OLDER LOWER CLASS HOUSEHOLDS WITH SOME CHILDREN IN OLDER, RENTED MULTIPLE DWELLINGS	0	0.0%	1.8%	0
L4 MIXED OLDER, SOME YOUNG, LOWER CLASS HOUSEHOLDS WITH FEW CHILDREN IN OLD LOW RENT MULTIPLE DWELLINGS; MAINLY FRENCH	0	0.0%	1.4%	0
L5 VERY POOR SINGLE MOTHERS WITH YOUNGER CHILDREN IN SUBSIDIZED HIGH RISES	0	0.0%	0.6%	0
TOTAL LOWER CLASS	0	0.0%	6.3%	0
S1 LOWER INCOME, EDUCATED, WHITE COLLAR YOUNG SINGLES IN HIGH RISES	0	0.0%	0.8%	0
S2 LOW INCOME, WHITE COLLAR YOUNG SINGLES, SOME ELDERLY, IN RENTED MULTIPLE DWELLINGS	0	0.0%	0.6%	0
S3 YOUNGER PROFESSIONAL VERY WELL EDUCATED SINGLES & COUPLES IN HIGH RISES	0	0.0%	1.2%	0
S4 YOUNG WHITE COLLAR, VERY WELL EDUCATED SINGLES & COUPLES IN OLDER, RENTED MULTIPLE DWELLINGS	0	0.0%	0.8%	0
S5 VERY YOUNG, LOWER INCOME SINGLES, COUPLES, & STUDENTS IN RENTED MULTIPLE DWELLINGS	0	0.0%	0.1%	0
TOTAL YOUNG SINGLES	0	0.0%	3.5%	0
C1 YOUNGER MIDDLE CLASS WORKING COUPLES, SOME SINGLES IN HIGH RISES	0	0.0%	1.4%	0
C2 YOUNG LOWER INCOME COUPLES IN RENTED MULTIPLE DWELLINGS; SOME FRENCH	0	0.0%	0.8%	0
C3 VERY YOUNG, LOWER INCOME WORKING COUPLES AND SINGLES, SOME STUDENTS; IN NEW HIGH RISES	0	0.0%	1.5%	0
TOTAL YOUNG COUPLES	0	0.0%	3.8%	0

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000 SUMMARY: 0 to 50 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
N1 MIDDLE AND UPPER MIDDLE CLASS EMPTY NESTER COUPLES IN NEW HIGH RISES	0	0.0%	0.8%	0
N2 UPSCALE, WELL EDUCATED EMPTY NESTERS AND WIDOW(ER)S IN APARTMENTS	0	0.0%	0.5%	0
N3 MIDDLE AND UPPER CLASS WHITE COLLAR EMPTY NESTER COUPLES IN OLDER, OWNED HOUSES	0	0.0%	1.6%	0
N4 MIDDLE CLASS EMPTY NESTER COUPLES, SOME OLDER CHILDREN; MIXED HOUSING	0	0.0%	2.6%	0
N5 WORKING CLASS EMPTY NESTER COUPLES, SOME FAMILIES WITH CHILDREN, IN LOWER PRICED HOUSES	0	0.0%	5.5%	0
TOTAL EMPTY NESTERS	0	0.0%	11.1%	0
D1 VERY OLD, VERY LOW INCOME WIDOW(ER)S IN SUBSIDIZED APARTMENTS	0	0.0%	1.5%	0
D2 MIDDLE CLASS RETIRED JEWISH AND ETHNIC COUPLES; SOME WIDOW(ER)S IN HIGH RISE APARTMENTS	0	0.0%	0.2%	0
D3 OLDER, RETIRED LOWER MIDDLE & MIDDLE CLASS WIDOW(ER)S, SOME COUPLES IN APARTMENTS	0	0.0%	0.9%	0
D4 LOW INCOME, LOW EDUCATION RETIRED WIDOW(ER)S, SOME COUPLES, IN MIXED RENTAL HOUSING	0	0.0%	1.6%	0
D5 LOW INCOME, RETIRED WIDOW(ER)S, SOME COUPLES AND YOUNG WHITE COLLAR SINGLES IN HIGH RISES	0	0.0%	1.4%	0
TOTAL OLD & RETIRED	0	0.0%	5.7%	0
E1 HEAVILY ETHNIC WORKING CLASS LARGER FAMILIES WITH CHILDREN IN OLDER MULTIPLE DWELLINGS	0	0.0%	2.8%	0
E2 WIDER STATUS, MIDDLE AGED BLUE COLLAR ETHNIC, LARGE FAMILIES, IN OWNED HOUSES	0	0.0%	1.9%	0
E3 OLD, VERY LOW INCOME AND EDUCATION ETHNIC, MANY WIDOW(ER)S IN MIXED RENTAL HOUSING	0	0.0%	0.3%	0

COMPUSEARCH

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
E4 YOUNGER, LOW INCOME ETHNIC FAMILIES WITH YOUNGER CHILDREN IN LOW RENT APARTMENTS	0	0.0%	0.8%	0
TOTAL ETHNIC	0	0.0%	5.9%	0
X1 VERY HIGH INCOME, YOUNG AND MIDDLE AGED PROFESSIONAL FAMILIES WITH CHILDREN IN EXPENSIVE HOUSES	0	0.0%	0.5%	0
X2 HIGH INCOME, YOUNGER AND SOME MIDDLE-AGED PROFESSIONAL FAMILIES WITH YOUNGER CHILDREN IN HOUSES	1,282	32.4%	1.7%	1958
X3 HIGH INCOME WHITE AND BLUE COLLAR FAMILIES WITH MANY YOUNGER CHILDREN IN HOUSES	397	10.0%	0.8%	1329
X4 MODERATELY HIGH INCOME WHITE COLLAR, TRADITIONAL FAMILIES WITH YOUNG CHILDREN IN RENTED MULTIPLES	121	3.1%	0.1%	2241
X5 MODERATELY HIGH INCOME MIXED OCCUPATIONS, SOME FARMERS, OLDER CHILDREN IN HIGH VALUE OLDER HOUSING	0	0.0%	1.5%	0
X6 WHITE COLLAR OLDER COUPLES WITH HIGH EDUCATION IN MIXED OWNED AND RENTED DWELLINGS	741	18.7%	2.6%	717
X7 ABOVE AVERAGE INCOME YOUNG SINGLES AND COUPLES WITH YOUNG CHILDREN IN NEWER APARTMENTS AND MULTIPLE DWELLINGS	249	6.3%	0.4%	1570
X8 MIDDLE INCOME MIXED OCCUPATION SMALLER FAMILIES IN APARTMENTS AND MULTIPLE DWELLINGS	866	21.9%	1.1%	2040
TOTAL NON-URBAN UPSCALE AND MIDDLE CLASS	3,656	92.4%	8.6%	1073
Y1 AVERAGE INCOME AND EDUCATION, MIXED AGES, SOME CHILDREN IN MIXED DWELLING TYPES	137	3.5%	2.7%	127
Y2 LOWER INCOME YOUNGER PRIMARILY BLUE COLLAR FAMILIES WITH CHILDREN IN MIXED DWELLINGS; SOME FRENCH	43	1.1%	0.6%	175

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000 SUMMARY: 0 to 50 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page 1

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
Y3 LOWER INCOME OLDER WIDOW(ER)S, SOME COUPLES AND YOUNG SINGLES, IN OLDER RENTED MULTIPLE DWELLINGS	0	0.0%	3.0%	0
Y4 LOWER INCOME EMPTY NESTER COUPLES AND WIDOW(ER)S IN MIXED OWNED AND RENTED DWELLINGS	0	0.0%	2.0%	0
Y5 OLDER LOWER INCOME BLUE COLLAR WITH SOME OLDER CHILDREN IN LOW VALUE OWNED HOUSES; MAINLY FRENCH	0	0.0%	0.2%	0
Y6 OLDER LOW INCOME, LOW EDUCATION SMALL MIXED BLUE AND WHITE COLLAR FAMILIES, IN OLDER MIXED HOUSING	0	0.0%	2.0%	0
Y7 LOW INCOME, LOW EDUCATION YOUNGER AND MIDDLE AGED BLUE COLLAR FAMILIES WITH MANY SCHOOL-AGED CHILDREN, IN HOUSES	120	3.0%	0.1%	4885
Y8 VERY LOW INCOME, LOW EDUCATION OLDER WIDOW(ER)S AND COUPLES IN MIXED HOUSING; MANY ETHNIC	0	0.0%	0.1%	0
Y9 VERY LOW INCOME AND EDUCATION, STRONGLY ETHNIC AND NATIVE, LARGE AND EXTENDED FAMILIES IN LOWER VALUE HOUSES	0	0.0%	0.1%	0
TOTAL NON-URBAN WORKING AND LOWER CLASS	300	7.6%	10.7%	71
Z1 VERY HIGH INCOME, LARGER FARMING FAMILIES OF VARYING AGES IN OWNED HOUSES	0	0.0%	0.1%	0
Z2 HIGH INCOME, MEDIUM SIZED MIDDLE AGED FARMING FAMILIES IN OWNED HOUSES	0	0.0%	0.1%	0
Z3 LOW TO VERY LOW INCOME OLDER, ETHNIC FARMING FAMILIES IN OWNED HOUSES	0	0.0%	0.1%	0
Z4 AVERAGE AND HIGHER INCOME MIDDLE AGED LARGE FARMING AND BLUE COLLAR FAMILIES IN MIXED HOUSING	0	0.0%	0.1%	0
Z5 LOWER INCOME MIXED AGES FARMING AND BLUE COLLAR FAMILIES IN OLDER OWNED HOUSES	0	0.0%	1.6%	0
TOTAL NON-URBAN FARMING	0	0.0%	2.0%	0

COMPUSEARCH

Appendix 17

LIFESTYLES 200 Mile Radius Analysis

this appendix consists of a
LIFESTYLES report provided by
COMPUSEARCH Market and Social Research Limited

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000 SUMMARY: 0 to 200 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
A1 WEALTHIEST, HIGHEST EDUCATION, LARGE FAMILIES IN VERY EXPENSIVE HOUSES, AGE 45-54	0	0.0%	0.2%	0
A2 WEALTHY, WELL-EDUCATED FAMILIES IN EXPENSIVE HOUSES, AGE 45-64	0	0.0%	0.5%	0
A3 OLDER, WEALTHY WELL EDUCATED COUPLES & WIDOW(ER)S IN APARTMENTS AND CONDOMINIUMS	0	0.0%	0.1%	0
A4 YOUNGER WEALTHY, WELL-EDUCATED LARGER FAMILIES WITH YOUNG TEENAGERS IN HIGH VALUE HOUSES	0	0.0%	0.6%	0
TOTAL AFFLUENT	0	0.0%	1.4%	0
U1 HIGH INCOME, OLDER FAMILIES WITH TEENAGERS IN HIGHER VALUE HOUSES; STABLE NEIGHBOURHOODS	1,078	1.2%	2.2%	52
U2 HIGH INCOME, VERY WELL-EDUCATED SMALL MIXED & OLDER HOUSEHOLDS IN OLD, EXPENSIVE MIXED HOUSING	0	0.0%	1.1%	0
U3 YOUNGER PROFESSIONAL FAMILIES WITH YOUNG CHILDREN IN NEW HOUSES; BOTH SPOUSES WORK	1,628	1.7%	2.6%	66
U4 MIDDLE AGED TO OLDER FAMILIES WITH OLDER CHILDREN IN MODEST HOUSING	4,842	5.2%	3.6%	145
TOTAL UPSCALE	7,548	8.1%	9.5%	85
M1 MIDDLE AGED TO OLDER, UPPER MIDDLE CLASS FAMILIES WITH TEENAGERS IN HOUSES IN STABLE NEIGHBOURHOODS	5,796	6.2%	4.4%	139
M2 YOUNGER, UPPER MIDDLE CLASS FAMILIES WITH MANY YOUNG CHILDREN IN NEW HOUSING	2,426	2.6%	3.3%	78
M3 OLDER, UPPER MIDDLE CLASS FAMILIES, SOME WITH TEENAGERS, IN OLDER HOUSES IN VERY STABLE NEIGHBOURHOODS	5,738	6.1%	3.7%	165
M4 YOUNG, UPPER MIDDLE CLASS, EDUCATED, MOBILE FAMILIES; SOME WITH YOUNGER CHILDREN; IN NEW MIXED HOUSING	0	0.0%	0.9%	0

COMPUSEARCH

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551300 Y=5383000 SUMMARY: 0 to 200 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
M5 YOUNG, MIDDLE CLASS, LARGE FAMILIES WITH MANY YOUNGER CHILDREN IN NEW TOWNHOUSES & MIXED HOUSING	260	0.3%	3.2%	9
M6 MIXED AGE, MIDDLE CLASS COUPLES & SMALLER FAMILIES IN NEWER APARTMENTS; SOME ETHNIC	0	0.0%	1.0%	0
M7 YOUNGER, MIDDLE CLASS TRADITIONAL LARGER FAMILIES WITH YOUNGER CHILDREN IN DETACHED HOUSES	5,188	5.5%	2.7%	208
TOTAL MIDDLE AND UPPER MIDDLE CLASS	19,408	20.7%	19.3%	107
W1 MIDDLE AGED TO OLDER, STRONGLY BLUE COLLAR WORKING CLASS FAMILIES WITH CHILDREN IN MODEST OWNED HOUSES	7,784	8.3%	4.4%	188
W2 YOUNG MIXED OCCUPATION WORKING CLASS FAMILIES WITH MANY YOUNG CHILDREN IN NEW MULTIPLE DWELLINGS	1,075	1.1%	0.3%	335
W3 MIXED AGE, MAINLY BLUE COLLAR, MODERATELY ETHNIC WORKING CLASS FAMILIES; SOME CHILDREN, IN MULTIPLE DWELLINGS	2,312	2.5%	1.8%	138
W4 MIXED YOUNG-WELL-EDUCATED AND OLD, SINGLES AND COUPLES, FEW CHILDREN, IN OLDER MAINLY RENTED MULTIPLE DWELLINGS	1,206	1.3%	1.7%	76
W5 YOUNGER, MAINLY BLUE COLLAR TRADITIONAL WORKING CLASS FAMILIES WITH YOUNGER CHILDREN IN NEWER MULTIPLE DWELLINGS	1,694	1.8%	1.9%	93
W6 MIXED OLDER, SOME YOUNG, WORKING CLASS FAMILIES IN ROW HOUSING; LARGELY FRENCH	1,292	1.4%	2.0%	70
TOTAL WORKING (LOWER MIDDLE) CLASS	15,363	16.4%	12.1%	135
L1 YOUNG MOBILE BLUE COLLAR LOW INCOME FAMILIES WITH YOUNG CHILDREN IN HIGH-RISES	0	0.0%	1.3%	0
L2 VERY YOUNG LOW INCOME BLUE COLLAR FAMILIES, WITH SOME CHILDREN, IN RENTED MULTIPLE DWELLINGS	1,137	1.2%	1.3%	97

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5283000 SUMMARY: 0 to 200 Miles
BENCHMARK: ONTARIO Province

TradArea
09-Jan-87
Page

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
L3 MIXED YOUNG AND OLDER LOWER CLASS HOUSEHOLDS WITH SOME CHILDREN IN OLDER, RENTED MULTIPLE DWELLINGS	3,688	3.9%	1.8%	223
L4 MIXED OLDER, SOME YOUNG, LOWER CLASS HOUSEHOLDS WITH FEW CHILDREN IN OLD LOW RENT MULTIPLE DWELLINGS; MAINLY FRENCH	884	0.9%	1.4%	66
L5 VERY POOR SINGLE MOTHERS WITH YOUNGER CHILDREN IN SUBSIDIZED HIGH RISES	0	0.0%	0.6%	0
TOTAL LOWER CLASS	5,709	6.1%	6.3%	97
S1 LOWER INCOME, EDUCATED, WHITE COLLAR YOUNG SINGLES IN HIGH RISES	0	0.0%	0.8%	0
S2 LOW INCOME, WHITE COLLAR YOUNG SINGLES, SOME ELDERLY, IN RENTED MULTIPLE DWELLINGS	498	0.5%	0.6%	94
S3 YOUNGER PROFESSIONAL VERY WELL EDUCATED SINGLES & COUPLES IN HIGH RISES	0	0.0%	1.2%	0
S4 YOUNG WHITE COLLAR, VERY WELL EDUCATED SINGLES & COUPLES IN OLDER, RENTED MULTIPLE DWELLINGS	0	0.0%	0.8%	0
S5 VERY YOUNG, LOWER INCOME SINGLES, COUPLES, & STUDENTS IN RENTED MULTIPLE DWELLINGS	106	0.1%	0.1%	78
TOTAL YOUNG SINGLES	604	0.6%	3.5%	18
C1 YOUNGER MIDDLE CLASS WORKING COUPLES, SOME SINGLES IN HIGH RISES	0	0.0%	1.4%	0
C2 YOUNG LOWER INCOME COUPLES IN RENTED MULTIPLE DWELLINGS, SOME FRENCH	932	1.0%	0.8%	123
C3 VERY YOUNG, LOWER INCOME WORKING COUPLES AND SINGLES, SOME STUDENTS; IN NEW HIGH RISES	164	0.2%	1.5%	11
TOTAL YOUNG COUPLES	1,096	1.2%	3.8%	31

COMPUSEARCH

COMPUSEARCH Market and Social Research Limited
1985 Lifestyles Report
PUKASKWA NATIONAL PARK
UTM Zone 16 X=551500 Y=5383000 SUMMARY: 0 to 200 Miles
BENCHMARK: ONTARIO Province

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
N1 MIDDLE AND UPPER MIDDLE CLASS EMPTY NESTER COUPLES IN NEW HIGH RISES	0	0.0%	0.8%	0
N2 UPSCALE, WELL EDUCATED EMPTY NESTERS AND WIDOW(ER)S IN APARTMENTS	0	0.0%	0.5%	0
N3 MIDDLE AND UPPER CLASS WHITE COLLAR EMPTY NESTER COUPLES IN OLDER, OWNED HOUSES	2,758	2.9%	1.6%	183
N4 MIDDLE CLASS EMPTY NESTER COUPLES, SOME OLDER CHILDREN, MIXED HOUSING	3,223	3.4%	2.6%	132
N5 WORKING CLASS EMPTY NESTER COUPLES, SOME FAMILIES WITH CHILDREN, IN LOWER PRICED HOUSES	14,834	15.8%	5.5%	287
TOTAL EMPTY NESTERS	20,815	22.2%	11.1%	200
O1 VERY OLD, VERY LOW INCOME WIDOW(ER)S IN SUBSIDIZED APARTMENTS	868	0.9%	1.5%	60
O2 MIDDLE CLASS RETIRED JEWISH AND ETHNIC COUPLES, SOME WIDOW(ER)S IN HIGH RISE APARTMENTS	327	0.3%	0.2%	140
O3 OLDER, RETIRED LOWER MIDDLE & MIDDLE CLASS WIDOW(ER)S, SOME COUPLES IN APARTMENTS	197	0.2%	0.9%	23
O4 LOW INCOME, LOW EDUCATION RETIRED WIDOW(ER)S, SOME COUPLES, IN MIXED RENTAL HOUSING	3,530	3.8%	1.6%	232
O5 LOW INCOME, RETIRED WIDOW(ER)S, SOME COUPLES AND YOUNG WHITE COLLAR SINGLES IN HIGH RISES	240	0.3%	1.4%	19
TOTAL OLD & RETIRED	5,162	5.5%	5.7%	97
E1 HEAVILY ETHNIC WORKING CLASS LARGER FAMILIES WITH CHILDREN IN OLDER MULTIPLE DWELLINGS	0	0.0%	2.8%	0
E2 HIGHER STATUS, MIDDLE AGED BLUE COLLAR ETHNIC, LARGE FAMILIES, IN OWNED HOUSES	495	0.5%	1.9%	27
E3 OLD, VERY LOW INCOME AND EDUCATION ETHNIC, MANY WIDOW(ER)S IN MIXED RENTAL HOUSING	1,275	1.4%	0.3%	457

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
E4 YOUNGER, LOW INCOME ETHNIC FAMILIES WITH YOUNGER CHILDREN IN LOW RENT APARTMENTS	0	0.0%	0.8%	0
TOTAL ETHNIC	1,770	1.9%	5.9%	32
X1 VERY HIGH INCOME, YOUNG AND MIDDLE AGED PROFESSIONAL FAMILIES WITH CHILDREN IN EXPENSIVE HOUSES	0	0.0%	0.5%	0
X2 HIGH INCOME, YOUNGER AND SOME MIDDLE-AGED PROFESSIONAL FAMILIES WITH YOUNGER CHILDREN IN HOUSES	4,231	4.5%	1.7%	273
X3 HIGH INCOME WHITE AND BLUE COLLAR FAMILIES WITH MANY YOUNGER CHILDREN IN HOUSES	2,040	2.2%	0.8%	288
X4 MODERATELY HIGH INCOME WHITE COLLAR, TRADITIONAL FAMILIES WITH YOUNG CHILDREN IN RENTED MULTIPLES	369	0.4%	0.1%	288
X5 MODERATELY HIGH INCOME MIXED OCCUPATIONS, SOME FARMERS, OLDER CHILDREN IN HIGH VALUE OLDER HOUSING	0	0.0%	1.5%	0
X6 WHITE COLLAR OLDER COUPLES WITH HIGH EDUCATION IN MIXED OWNED AND RENTED DWELLINGS	2,048	2.2%	2.6%	84
X7 ABOVE AVERAGE INCOME YOUNG SINGLES AND COUPLES WITH YOUNG CHILDREN IN NEWER APARTMENTS AND MULTIPLE DWELLINGS	277	0.3%	0.4%	74
X8 MIDDLE INCOME MIXED OCCUPATION SMALLER FAMILIES IN APARTMENTS AND MULTIPLE DWELLINGS	2,622	2.8%	1.1%	261
TOTAL NON-URBAN UPSCALE AND MIDDLE CLASS	11,587	12.4%	8.6%	144
Y1 AVERAGE INCOME AND EDUCATION, MIXED AGES, SOME CHILDREN IN MIXED DWELLING TYPES	2,422	2.6%	2.7%	95
Y2 LOWER INCOME YOUNGER PRIMARILY BLUE COLLAR FAMILIES WITH CHILDREN IN MIXED DWELLINGS; SOME FRENCH	1,493	1.6%	0.6%	256

Lifestyles (Household Counts)	TRADE AREA #	%	BENCH-MARK	INDEX
Y3 LOWER INCOME OLDER WIDOW(ER)S, SOME COUPLES AND YOUNG SINGLES, IN OLDER RENTED MULTIPLE DWELLINGS	124	0.1%	3.0%	4
Y4 LOWER INCOME EMPTY NESTER COUPLES AND WIDOW(ER)S IN MIXED OWNED AND RENTED DWELLINGS	48	0.1%	2.0%	3
Y5 OLDER LOWER INCOME BLUE COLLAR WITH SOME OLDER CHILDREN IN LOW VALUE OWNED HOUSES; MAINLY FRENCH	76	0.1%	0.2%	48
Y6 OLDER LOW INCOME, LOW EDUCATION SMALL MIXED BLUE AND WHITE COLLAR FAMILIES, IN OLDER MIXED HOUSING	0	0.0%	2.0%	0
Y7 LOW INCOME, LOW EDUCATION YOUNGER AND MIDDLE AGED BLUE COLLAR FAMILIES WITH MANY SCHOOL-AGED CHILDREN, IN HOUSES	306	0.3%	0.1%	526
Y8 VERY LOW INCOME, LOW EDUCATION OLDER WIDOW(ER)S AND COUPLES IN MIXED HOUSING; MANY ETHNIC	0	0.0%	0.1%	0
Y9 VERY LOW INCOME AND EDUCATION, STRONGLY ETHNIC AND NATIVE, LARGE AND EXTENDED FAMILIES IN LOWER VALUE HOUSES	194	0.2%	0.1%	250
TOTAL NON-URBAN WORKING AND LOWER CLASS	4,663	5.0%	10.7%	46
Z1 VERY HIGH INCOME, LARGER FARMING FAMILIES OF VARYING AGES IN OWNED HOUSES	0	0.0%	0.1%	0
Z2 HIGH INCOME, MEDIUM SIZED MIDDLE AGED FARMING FAMILIES IN OWNED HOUSES	0	0.0%	0.1%	0
Z3 LOW TO VERY LOW INCOME OLDER, ETHNIC FARMING FAMILIES IN OWNED HOUSES	0	0.0%	0.1%	0
Z4 AVERAGE AND HIGHER INCOME MIDDLE AGED LARGE FARMING AND BLUE COLLAR FAMILIES IN MIXED HOUSING	0	0.0%	0.1%	0
Z5 LOWER INCOME MIXED AGES FARMING AND BLUE COLLAR FAMILIES IN OLDER OWNED HOUSES	0	0.0%	1.6%	0
TOTAL NON-URBAN FARMING	0	0.0%	2.0%	0

Appendix 18

Management Objectives for Visitor Activities (DRAFT)

this appendix consists
of excerpts taken from

Draft Visitor Activity Management Process (V.A M.P.)
provided by Pukaskwa National Park, Environment Canada, Parks

DRAFT - MANAGEMENT OBJECTIVES FOR VISITOR ACTIVITIES

PUKASKWA NATIONAL PARK

Two principle objectives guide the management of visitor activities at Pukaskwa National Park:

1. Through appropriate visitor activities, encourage understanding, appreciation and enjoyment of the Park's wilderness environment.

2. Ensure that visitor activities deemed appropriate for the Park will not cause any detrimental impact on the Park's significant natural and cultural resources.

The following general objectives, as well as the accompanying specific objectives for the frontcountry and backcountry areas of Pukaskwa, will further define the management philosophy and intent for Park visitor activities.

General Objectives

1. Through appropriate wilderness recreation activities, encourage visitor understanding, enjoyment, and appreciation of the Park's rugged environment and unspoiled beauty.

2. Maximize the protection of the Park's natural and cultural resources. Maintain impacts from visitor use within limits appropriate to a wilderness setting.

3. Provide a range of year-round recreational opportunities, which can accommodate the diverse requirements of Park users.

4. Provide activities which depend on Pukaskwa's natural resources and that require a minimum of built facilities.

5. Minimize conflicts between activity groups.

6. Maintain the number and density of visitors within limits appropriate to a wilderness setting.

7. Through an analysis of existing and potential visitors to the Park, develop and promote only those activities for which there is adequate demand. Using sound marketing strategies, promote selected activities to specific target markets.

8. By way of an awareness-extension program, make people outside of the Park aware of Pukaskwa's national significance, heritage, resources, and opportunities for experiencing the Pukaskwa wilderness.

9. Ensure that all Park visitors are welcomed upon arrival and oriented to:

   - the Park's significance and key heritage resources
   - visitor facilities and services
   - recreational and interpretive opportunities in the Park
   - public safety requirements and regulations.

10. By communicating the Park's major theme "Wild Shore of an Inland Sea", as well as interpretive sub-themes, help Park visitors gain an understanding and appreciation of the Park's significance, heritage resources, and wilderness values.

11. Design Park visitor services and facilities to meet the specific characteristics, trip patterns and needs and expectations of each Park user group.

12. Define research needs where knowledge gaps limit sound management decisions.

13. Based on the identification of the types of activities being pursued by visitors, as well as natural and environmental hazards characteristic of the park environment, provide a public safety program level of service which minimizes the risks and hazards to the public well-being, while at the same time encouraging visitors to have a responsibility to take measures for their own safety.

    The public safety program adopts the overall objective that public education and search and rescue services will be provided to visitors who are or may be in distress in national parks and to persons in distress outside the park subject to certain limitations. These will be reflected in standards of service for each park in accordance with a set of guiding principles to govern overall program direction.

    Environment Canada - Parks accepts that it has a responsibility to help ensure visitors are properly prepared and understand the risks inherent in backcountry/wilderness recreation. Consequently a high priority will be placed on funding public education and prevention programs aimed at providing visitors with:

    a) Information on the skills, knowledge and equipment requirements associated with activities;

    b) Instruction on how to recognize and avoid or cope with natural hazards; and

    c) Clear understanding of what rescue services they can expect and definition of their responsibilities in the event of an accident.

Visitor Activity Objectives - Frontcountry

1. The Hattie Cove area of the Park, or "frontcountry", will be considered to be the "edge of wilderness", allowing visitors to experience the wilderness character of the Park under structured conditions.

2. As the Park entry point, Hattie Cove will be the major reception and orientation area for all visitors. Orientation to the following will be provided:

   - the fact that Pukaskwa is a National Park
   - the Park's significant heritage features
   - recreation opportunities available
   - Park facilities and services
   - Park regulations

3. Hattie Cove will be the primary interpretive node in the Park. All Park themes will be presented at Hattie Cove, through a full range of interpretive media, including a VRC, self-guided trails, and personal programs.

4. Hattie Cove visitors will be provided with a "capsule experience" of Pukaskwa National Park, so that even if they do not venture beyond the frontcountry, they will gain an understanding of dominant landscapes and major themes of the Park. Visitors will be encouraged to gain this appreciation of the Park on-site throughout the Hattie Cove area.

5. Hattie Cove will provide enjoyable recreation experiences to accommodate the various skill levels and interests of Park visitors within the vicinity of Park facilities.

6. Access to and circulation within the Hattie Cove area should be fairly easy and structured; motorized vehicles will be allowed.

7. Basic facilities and services at Hattie Cove will be tailored to meet the needs and expectations of frontcountry visitor groups.

8. Encourage additional services for Park visitors to be provided either by the private sector outside the Park, or through such means as a Park co-operative association, or volunteer programs.

9. Integrate facilities for disabled visitors with other facilities at Hattie Cove; ensure that disabled visitors have access to all Park themes at Hattie Cove.

10. For backcountry visitors, Hattie Cove will serve as a wilderness trip base. The primary role of Hattie Cove, with respect to backcountry visitors, should be to provide them with:

    a) An orientation to the backcountry area of the Park, the range of opportunities existing there, and the level of skill required for each.

    b) Assistance with choosing a backcountry trip suited to their needs and abilities.

    c) The knowledge required to enjoy their wilderness experience safely.

    d) An overview of key Park regulations, and registration systems.

    e) Directions to required services (e.g. fly-in, water taxi) or supply locations.

    f) Overnight camping.

Visitor Activity Objectives - Backcountry

1. Provide a range of primitive recreation opportunities in a wilderness setting which will accommodate the various activity groups, and skill levels within each group.

2. Maximize protection of the backcountry wilderness environment, and its significant natural and cultural resources.

3. Offer activities in the backcountry which can provide visitors with the following attributes:

   - a personal individual focus on wilderness
   - a sense of adventure
   - an element of challenge
   - a feeling of self-reliance
   - freedom of choice
   - a degree of solitude
   - a sense of discovery

4. Maximize the use of indirect user controls.

5. Minimize operational intrusions.

6. Minimize activity group conflicts.

7. Interpretation and information provision in the backcountry should be unobtrusive, utilizing publications and occasional staff contact as opposed to media constructed on-site.

8. Provide for visitor access and circulation in the backcountry which will enhance recreational travel, and utilize the interpretive potential of the landscape.

9. Provide primitive facilities in the backcountry which:

   a) are designed to meet specific user group requirements and demand,

   b) complement natural aesthetics, and

   c) are located to protect resources by channelling visitors away from environmentally sensitive areas.

10. Apply the appropriate level of restriction and regimentation necessary for visitor safety in the backcountry.

Sources:

1. Pukaskwa National Park - Management Plan 1982

2. Management Framework for Defining Visitor Opportunities in Pukaskwa National Park (Draft), 1986

3. Conceptual Interpretive Plan - Pukaskwa National Park (Revised, 1982).

4. Operational Guidelines for Managing the Coastal Zone - Pukaskwa National Park (Draft, 1984)

5. VAMP Data Assembly - Ch. 4 - Existing Program (Frontcountry: Backcountry), 1986

Appendix 19

List of Ontario Trail Associations

Hiking Trail Associations in the Province of Ontario

Avon Trail Association
Box 384
Stratford, Ontario
N5A 6T3

Bruce Trail Association
Box 857
Hamilton, Ontario
L8N 3N9

Ganaraska Trail Association
Box 1136
Barrie Ontario
L4M 5E2

Grand Valley Trails Association
Box 1233
Kitchner, Ontario
N2G 4G8

Guelph Trail Association
Box 1
Guelph, Ontario
N1H 6J6

Rideau Trail Association
Box 15
Kingston, Ontario
K7L 4V6

Thames Valley Trail Association
Box 821,
Terminal B,
London, Ontario
N6A 4Z3

Voyageur Trail Association,
Box 66
Sault Ste Marie, Ontario
P6A 5L2